

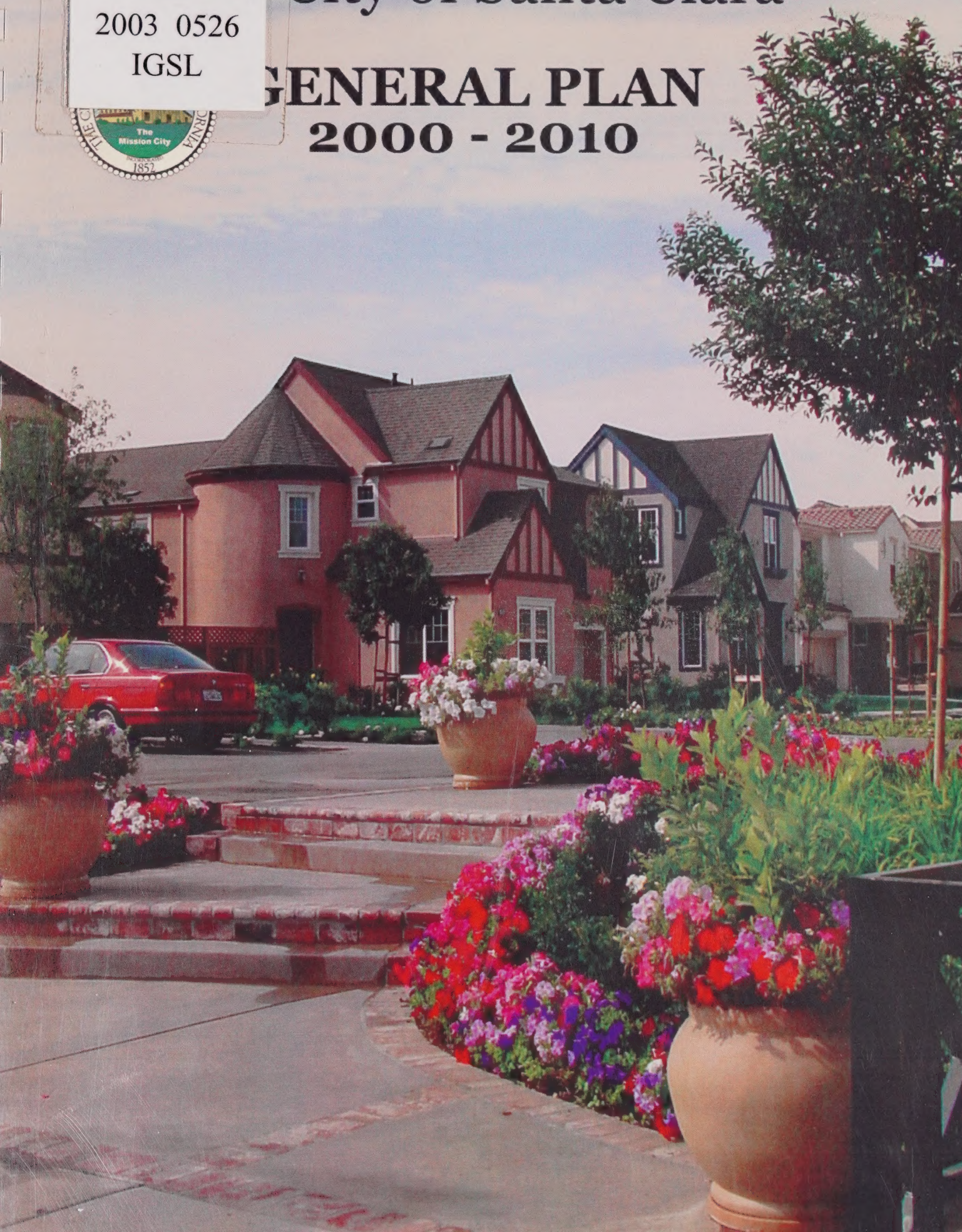
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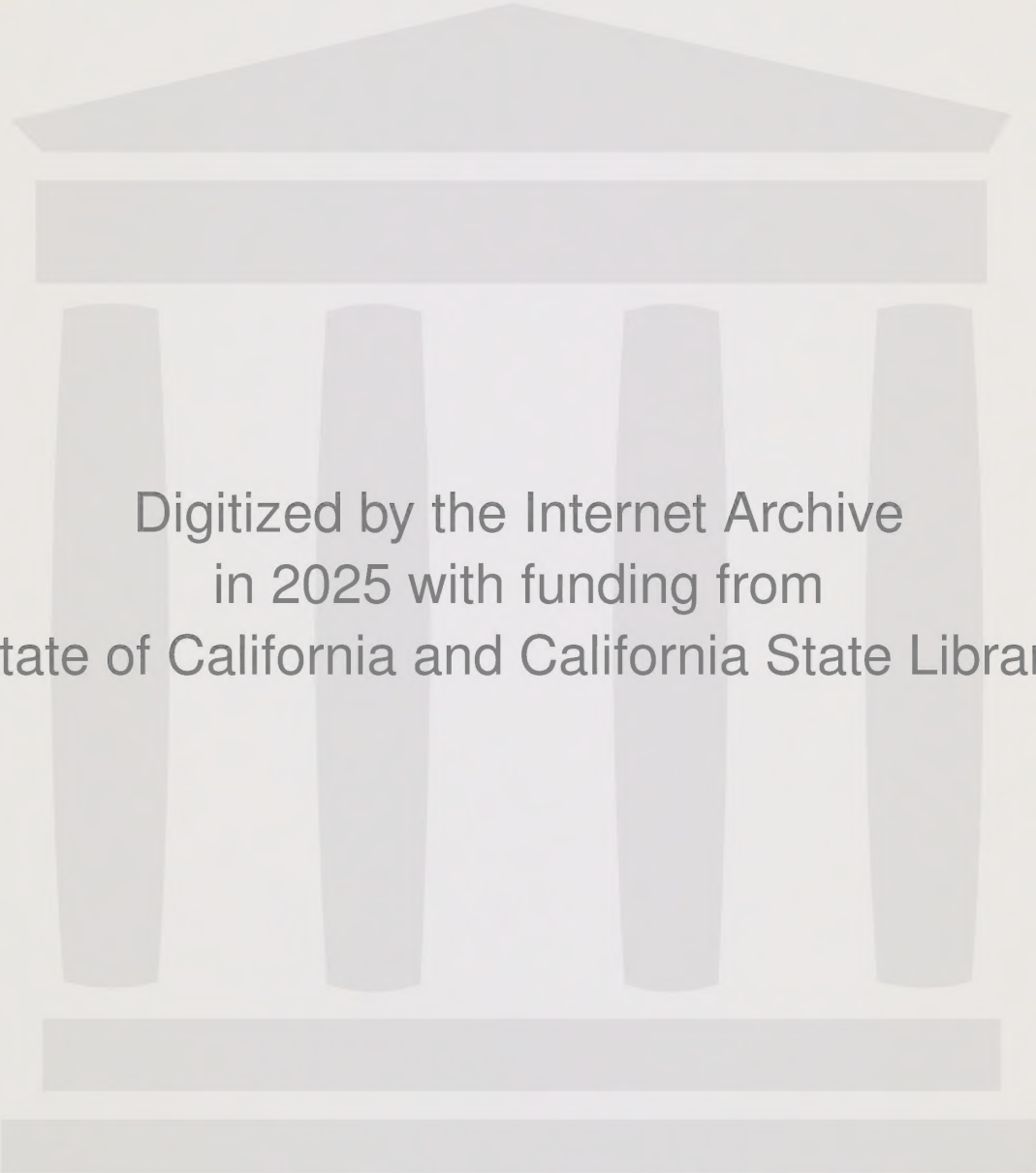
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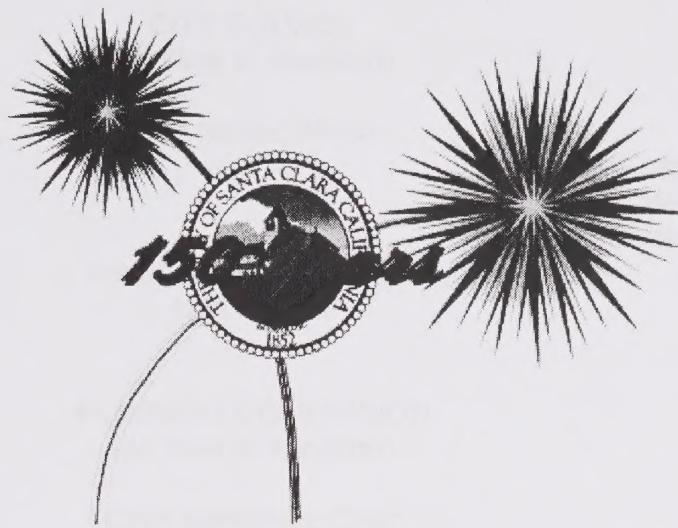




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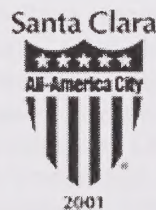
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GENERAL PLAN

CITY OF SANTA CLARA, CALIFORNIA

2000 – 2010



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This General Plan is dedicated to George E. Burdick, a much appreciated Planning Commissioner, who passed away in 2001. This General Plan is also dedicated to Judith Reinartz, a much appreciated Planning Commissioner, who passed away in 2003.

Cover Photo: shown is a portion of The Glen neighborhood in the Rivermark master-planned community on the site of the former Agnews Developmental Center. Photo concept by Judith Silva, photo by Doug Handerson, Graphics by Willene Howard and Lucille Luis.

GENERAL PLAN AMENDMENTS

<u>Effective Date</u>	<u>Amendment No.</u>	<u>Subject</u>
July 28, 1992	32	Comprehensive Update 1990-2005
October 29, 1991	33	De Anza Properties – Mixed Use Land Map Change Stevens Creek at Lawrence
February 9, 1993	34	Old Quad Single Family Designation, Mixed Use Designation Change, Deletion of Plan Line Widening on Certain Street
July 18, 1995	35	Merchese/Kaiser Hospital – Land Use Designation from Mixed use and Light Industrial to Public Facilities-Institutional
December 19, 1995	36	Hope Rehabilitation/State of California – Land Designation from Institution to Multi-Family Detached to Single Family Attached and Public Facilities-Parks and Recreation.
December 19, 1995	37	Esperanca/Citation Homes – Land Use Designation from Urban Reserve and Single Family Detached to Single Family Attached and Public Facilities-Parks and Recreation.
October 24, 1995	38	Souza/Core Development – Land Use Designation from Light Industrial to Single Family Attached
September 30, 1997	39	State of California Agnews State Development Center West Campus – Land Use Designation from Public Facilities to Mixed Use Industrial- Office/Research & Development
April 8, 1997	40	3Com-Land Use Designation from Tourist Commercial to Light Industrial-Office/Research & Development
June 10, 1997	42	City of Santa Clara El Camino Gateway Thoroughfare-Land Use Designation and Text Amendment from Mixed Use, General Office, Commercial Thoroughfare, Neighborhood Commercial and Light Industrial
Amendment dead/ Combined with GPA #45 PD zone district	43	City of Santa Clara/PAL site

<u>Effective Date</u>	<u>Amendment No.</u>	<u>Subject</u>
June 29, 1999	44	North Valley Baptist Church 3250 De La Cruz Boulevard. Land Use Designation from Industrial Transition to Education
September 14, 1999	45	City of Santa Clara Bayshore North and Historic Resources Land Use Designation(s) and Text Changes
July 18, 2000	46	City of Santa Clara SRO/Family Housing site Southwest corner of Lick Mill Boulevard, and Tasman —4.3 acres. (Western portion of 097-02-104). Land Use Designation from Community Commercial to Residential.
April 21, 1999	47	City of Santa Clara City Council 1212 & 1123 Reed Street. (224-23-016 & 017). Land Use Designation from Single Family Detached to Single Family Attached.
June 27, 2000	48	Nortel Networks HOK Program Management 4555 Great America Parkway from Tourist Commercial to Office/R&D
July 11, 2000	49	French Street 42-unit high density, Transit Oriented Development; change from Neighborhood Commercial and Moderate Density Residential to High Density Residential
July 23, 2002	50	2000-2010 General Plan Update on Housing and Land Use Element
September 29, 2000	51	Agnew Rivermark Master Community Plan to change a portion of site from Office/R&D to Mixed Use to allow additional housing and to designate public facilities that are a part of the master plan
December 5, 2000	52	1000 Scott Boulevard 6.1 acres from Office to Single Family attached (including existing adjacent development)
November 27, 2000	53	3600 Flora Vista Boulevard Moderate to Medium Density Residential 6.3 acres.

*The map in the back of this document may not reflect updates since the original publication of this document.

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CHAPTER ONE

EXECUTIVE SUMMARY

The general purpose of this report is to provide a summary of the findings of the study conducted by the research team. The report is organized into several sections, including an introduction, a literature review, a methodology section, a results section, and a conclusion. The introduction provides an overview of the study and its objectives. The literature review discusses the current state of knowledge on the topic. The methodology section describes the research design and the data collection methods. The results section presents the findings of the study, and the conclusion summarizes the main points and provides recommendations for future research.

The study was conducted using a quantitative research design. Data was collected from a sample of participants who completed a survey. The survey included questions about the participants' demographic information, their attitudes, and their behaviors. The data was analyzed using statistical methods to identify patterns and relationships. The results of the study indicate that there is a significant relationship between the variables studied. The findings suggest that the research team's hypotheses were supported by the data.

The study has several limitations. First, the sample size was relatively small, which may limit the generalizability of the findings. Second, the study was cross-sectional, meaning that it only captured data at a single point in time. This limits the ability to draw conclusions about causality. Despite these limitations, the study provides valuable insights into the topic and contributes to the existing literature. The findings have implications for practice and suggest areas for further research.

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1.0 EXECUTIVE SUMMARY

The purpose of the General Plan is to:

FORMALLY STATE the development and redevelopment policies of the City and

SET FORTH a framework of principles and standards, policies and programs that will

GUIDE future decisions affecting the development, maintenance and land use management of the City so as to

CREATE a desirable environment for living, working and playing and

ACCEPTABLY LOCATE those facilities which contribute to the social, economic and cultural goals of the community.

1.1 INTRODUCTION

In 1960, the City of Santa Clara first prepared and adopted a comprehensive General Plan to help guide the City's future. Since then, the City has increased significantly in size, activity and complexity. Appropriate amendments to the Plan have been adopted from time to time, reflecting important changes in City policy. Government Code Section 65302 lists seven elements cities must include in their general plans: land use, circulation, housing, conservation, open space, noise, and safety. The City of Santa Clara has consolidated the State mandatory elements to reduce or eliminate redundancies. The consolidated Elements are Land Use, Housing, Transportation, Environmental Quality and Public Facilities and Services. The current revision of the General Plan Text and related Land Use and Circulation Diagram is intended to be comprehensive in order to ensure internal consistency among the Elements.

The General Plan will guide the City's development and quality of life through the year 2005. The General Plan will also help prepare the City for issues that may arise within the next 15 years but extend beyond 2005.

1.1.1 Major Themes of the General Plan

Although the amount of remaining vacant land in the City is relatively insignificant compared with the amount of past development, this Plan anticipates continued development and redevelopment of underutilized properties other than those general planned and zoned for single family residential. The General Plan recognizes preservation and enhancement of recognized single family areas.

New development policies in the Land Use Element support the need to retain diversity in the heavy industrial area east of Lafayette Street and south of the Bayshore Freeway. Other than permitted retail uses, new development will be limited to low intensity industrial uses in this area. Other industrial areas within the City will be redesignated to Light Industrial or Office/Research and Development to better reflect existing and desired uses in these areas. To further retain and encourage the existing largely electronics and related

employment base between the Bayshore Freeway and the Southern Pacific Railroad within the Light Industrial area, building heights will generally be limited to an average of 2-stories with a building coverage of 50 percent. Within the Office/Research and Development areas north of the Bayshore Freeway, there will be a seventy foot height limit for buildings except when the City allows higher buildings on a future case by case basis in conjunction with a project's environmental review. This change is seen to encourage the concentration of employment in areas where access to transit such as the Light Rail is greatest.

Another major change in the Land Use Element is the designation of a number of sites for mixed use. The purpose is to encourage more residential construction over the next fifteen years in commercial areas as well as underutilized lands surrounding transit nodes and within the vicinity of residential support services such as schools, shopping areas, and parks.

The General Plan Housing Element recognizes the need for increased affordable housing within the community. The Plan also recognizes the need to preserve and expand the City's housing stock while attempting to maintain some balance between rental versus ownership opportunities, the variety of housing types and housing for a wide range of incomes and needs with an emphasis on affordable housing. The City's Redevelopment Agency will provide funding for affordable housing construction, senior housing, first time homebuyers and the homeless.

The Transportation Element discusses the importance of maintaining and expanding a safe, convenient and efficient transportation system that provides a variety of alternatives to the movement of people and goods. Improvements would occur to existing local thoroughfares as warranted by demand and cost effectiveness. Highway improvements would typically only be a priority when missing links or other significant impediments exist in the system. Emphasis is placed on alternatives to single occupant vehicle commuter trips such as increased use of carpools, buses and rail. Emphasis would also be provided to supporting a more coordinated transit system in the area and one that serves those most in need such as the handicapped, elderly, children and those who cannot drive.

The Environmental Quality Element discusses the need to preserve a quality environment in the City especially in the areas of water use, effective regulation of hazardous materials, air, regulation of noise sources and open space. Emphasis is placed on multiple uses of environmental resources such as parks for open space, wildlife and recreation use. Drought tolerant plantings and water efficient landscaping designs are encouraged. Endangered and threatened species are identified and their protection is proposed. Review of seismic and soil information ensures the consideration of potential natural and man-made hazards.

The Public Facilities and Services Element discusses the goals of on-going provision of efficient public facilities and services to serve the community. The City will continue to develop and encourage educational, cultural and recreational opportunities. The City also plans to provide library services that are accessible and adequately sized to serve community residents. Programs will be developed to create more effective recycling programs. Emphasis is placed on the efficient planning and prioritizing of facilities and services especially in the area of emergency response.

1.1.2 Organization of the Plan

The General Plan is made up of a text, diagrams, and other illustrations. The text is arranged in chapters.

Each chapter begins with Goals of the Element, description of existing conditions and/or a discussion of problems. Desired future conditions are stated in the form of Goals, Policies, and Programs which appear at the end of each chapter.

Goals are long-range in nature, while policies and programs are intermediate or short-range. Policies and programs guide day-to-day decision-making so that there is continuing progress toward the attainment of goals.

In summary, goals determine what should be done and where. Policies and programs establish who will carry out the goals, how, and when. Together they will determine the nature of the environment and the future character of Santa Clara.

The General Plan Technical Appendix is a separate document which contains supplementary information which is important reference material for some of the policies and programs, but is not essential to the day-to-day use in implementation of the Plan. The Technical Appendix is an adopted part of the General Plan.

The Final Environmental Impact Report (EIR) is part of the Technical Appendix. Also a number of background reports were prepared as part of the General Plan update. Included in the Technical Appendix are Economic and Fiscal Analysis of Santa Clara Report, Traffic Analysis Report and a Community Survey. The Technical Appendix is available, as a separate volume of the General Plan, at the Santa Clara City Public Library and at the Planning Division.

At the end of Chapter 7 is a glossary of terms. It is provided to assist the reader in understanding the Plan and to ensure that the terms used in the Plan are clearly defined to establish intent and to assist in interpretation. The glossary is not an adopted part of the General Plan. Where the definition of a term is to be adopted, it appears in the text of the Plan.

1.1.3 Relation of General Plan Chapters to State-Mandated Elements

State requirements for a city's General Plan are extensive and, in some cases, quite specific. This General Plan is a combination of Santa Clara's own circumstances and objectives with the requirements of State law. When there was conflict, State requirements prevailed but were tempered by local policies.

1.1.4 Public Participation Process

The process of updating the City's General Plan occupied more than three years of staff and community time, involving the gathering and analysis of past policy and large amounts of new data, as well as interacting with other public and private agencies. Several community meetings, preceded by a community survey, were conducted in order to learn the desired priorities of community members regarding the City's future. This direct participation by interested citizens, including members of other City Commissions and Boards, continued through the Public Hearings before the Planning Commission and City Council.

1.1.5 Environmental Impact Report (EIR)

This Plan has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA). The General Plan Environmental Impact Report documents the likely environmental impacts resulting from implementation of this General Plan and necessary mitigation measures. The General Plan EIR has also been the subject of fully noticed Public Hearings as well as review by State and other local agencies. This EIR may be used as a starting point for the review of environmental impacts of specific project proposals in the future.

1.1.6 Annual Review

This General Plan is a statement of adopted policy and a guide for decisions to be made by the City Council, City Commissions, other governmental agencies and private developers and residents in Santa Clara. Pursuant to the adopting resolution, this Plan is reviewed annually to ensure that it accurately reflects current City Policy.

Once adopted, the General Plan does not remain static. State law permits up to four General Plan amendments per mandatory element per year (Government Code 65358[b]). Most amendments propose a change in the land use designation of a particular property. As time goes on, the City may determine that it is also necessary to revise portions of the text to reflect changing circumstances or philosophy.

LOCATION OF REQUIRED GENERAL PLAN ISSUES

(Chapter & Section)

	LOCAL RELEVANCE	DATA/ANALYSIS	POLICIES & PROGRAMS
LAND USE ELEMENT ISSUES			
Distribution of:			
Housing, business, and industry	YES	2.2, 2.4.3, 3.3.1	2.14, 3.24
Open space, including agricultural land	YES	2.4.5, 5.10	5.13
Mineral resources and provisions for their continued availability	NO	5.2.2	---
Recreation facilities and opportunities	YES	5.4.5, 6.5	5.13, 6.9
Location of:			
Educational facilities	YES	2.4.5, 6.2	6.9
Public buildings and grounds	YES	2.4.5, 6.3, 6.4, 6.5	6.9
Future solid and liquid wastes facilities	YES	2.4.5, 6.6.5, 6.6.6	5.13, 6.9
Identification of:			
Areas subject to flooding	YES	2.9, 5.6	5.13
Existing timberland preserve zone lands	NO	---	---

	LOCAL RELEVANCE	DATA/ANALYSIS	POLICIES & PROGRAMS
CIRCULATION ELEMENT ISSUES			
General location and extent of existing and proposed.			
Major thoroughfares	YES	4.3	4.14
Transportation routes	YES	4.3, 4.9, 4.11, 4.12	4.14
Terminals	YES	4.6, 4.7, 4.8, 4.10	4.14
Other local public utilities and facilities	YES	6.6	6.9

	LOCAL RELEVANCE	DATA/ANALYSIS	POLICIES & PROGRAMS
HOUSING ELEMENT ISSUES			
Assessment of immediate housing needs including:			
Number of existing households and housing units	YES	3.2.1	---
Level of payment compared to ability to pay: the number of very low and lower income households occupying units at a cost greater than 25% of their gross household income and comparison of the income distribution of low and moderate income households in the community to the range of costs of housing units for sale and for rent in the community	YES	3.2.2	3.18
Overcrowding: the number of households living in overcrowded conditions (1.01 or more persons per room)	YES	3.2.4	3.4
Housing stock conditions: the number of households living in housing units needing rehabilitation or replacement, identified separately for owner-occupied and renter-occupied units	YES	3.2.5	3.1
Special needs: assessment of the special needs of large families, farmworkers, the elderly, the handicapped, families with female head of households, the homeless, and other groups the community deems appropriate	YES	3.2.6	3.17, 3.20, 3.23, 3.29, 3.30, 3.31, 3.32

LOCATION OF REQUIRED GENERAL PLAN ISSUES

(Chapter & Section)

Projected new construction needs including:			
Analysis of population and employment trends and qualification of existing and projected housing needs for all income levels including the city's or county's share of regional housing needs and considering:	YES	3.2.1, 3.2.7, 3.2.9	3E, 3.9
Housing market demand	YES	3.2.10	3E
Employment opportunities	YES	3.2.7	3E
Availability of suitable sites and facilities	YES	3.4.1	3E
Commuting patterns	YES	4.2	3E, 4.14
Type and tenure of housing needs	YES	3.2.10	3E
Farmworker housing needs	YES	3.2.6	---
Analysis of existing and potential sites for housing of all types in the jurisdiction including:			
Survey of vacant residential zoned land and assessment of dwelling unit capacity and availability of infrastructure	YES	3.3.1, 3.4.1, 3.4.3	3.8
Survey of existing and potential redevelopment sites	YES	3.4.3	3E, 3.8
Survey of other sites suitable for residential development e.g., public surplus land, under-utilized residential commercial, and industrial areas, mixed use areas)	YES	3.4.3	3E, 3.8
Identify adequate sites to "meet the community's housing goals," including making "adequate sites provision for the existing and projected needs of all economic segments of the community"	YES	3.4.3	3E, 3.8
Assessment of actual and potential governmental and non-governmental constraints on the maintenance, improvement, and development of housing for all income levels:			
Local land use controls and development standards (e.g. lot sizes, density, unit sizes, height limits, lot coverage, etc.)	YES	3.3.1	3E
Local building codes and their enforcement	YES	3.3.1	3E
On-site and off-site improvements of developers	YES	3.3.1	4.14, 5.13, 6.9
Local processing procedures, including zoning changes, use permits, building permits, environmental clearances, and any other types of permits, approvals, or clearance required prior to construction or rehabilitation of housing	YES	2.8, 3.3.1	3A, 3B, 3.11, 3.12
Local fees and other exactions required prior to construction or rehabilitation of housing	YES	3.3.1	3.5
Non-governmental constraints on the availability of housing, including availability of financing, price of land, and costs of construction	YES	3.3.2	3.14
Analysis of the opportunities for energy conservation in residential development including:			
The design and construction of individual units	YES	3.2.11	---
Subdivision design	YES	3.2.11	---
Assessment of the effect of energy conservation measures on the cost of housing in the long run	YES	3.2.11	---
Proximity of proposed residential development to employment centers, schools and other services and availability of transit services	YES	4.1, 6.2	4.14

LOCATION OF REQUIRED GENERAL PLAN ISSUES

(Chapter & Section)

	LOCAL RELEVANCE	DATA/ANALYSIS	POLICIES & PROGRAMS
CONSERVATION ELEMENT ISSUES			
Conservation, development, and utilization of natural resources including:			
Water and its hydraulic forces	YES	5.4, 6.6.1	5.13, 6.9
Forests	NO	5.3	---
Soils	YES	5.2	5.13, 6.9
Rivers and other waters	YES	2.2.4, 5.4, 5.6.2	5.13, 6.9
Harbors	NO	---	---
Fisheries	NO	---	---
Wildlife	YES	5.3	5.13
Minerals	NO	5.2.2	---
Other natural resources	NO	---	---

	LOCAL RELEVANCE	DATA/ANALYSIS	POLICIES & PROGRAMS
OPEN SPACE ELEMENT ISSUES			
Open space for the preservation of natural resources including, but not limited to:			
Areas required for the preservation of plant and animal life including habitat of fish and wildlife	YES	5.3, 5.5.2	5.13
Areas required for ecologic and other scientific study	NO	---	---
Rivers, streams, bays, and estuaries	YES	5.10	5.13
Coastal beaches, lakeshores, banks of rivers and streams, and watersheds	YES	5.6, 5.10	5.13
Open space used for the managed production of resources including, but not limited to:			
Forest lands, rangeland, agricultural lands and area of economic importance for the production of food and fiber	NO	---	---
Areas required for recharge of ground water basins	YES	5.4.2	5.13
Bay, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries	NO	---	---
Areas containing major mineral deposits, including those in short supply	NO	5.2	---
Open space for outdoor recreation including, but not limited to:			
Areas for outstanding scenic, historic and cultural value	YES	6.2, 6.3, 6.4, 6.5	5.13, 6.9
Areas particularly suited for park and recreation purposes, including access to lakeshores, beaches and rivers and streams	YES	6.5	5.13, 6.9
Areas which serve as links between major recreation and open-space reservations, including utility easements, banks and rivers and streams, trails and scenic highway corridors	YES	5.10	5.13

LOCATION OF REQUIRED GENERAL PLAN ISSUES

(Chapter & Section)

Open space for public health and safety including, but not limited to:			
Areas requiring special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soils areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality	YES	2.8, 5.2, 5.5, 5.6, 5.10, 6.5, 6.7.8,	5.13
Demands for trail-oriented recreational use	YES	4.11, 4.12, 5.10, 6.5	4.14, 5.13
The feasibility of integrating city and county trail routes with appropriate segments of the California Trails System	YES	4.12, 5.10, 6.5	4.14, 5.13, 6.9

	LOCAL RELEVANCE	DATA/ANALYSIS	POLICIES & PROGRAMS
NOISE ELEMENT ISSUES			
Identification and appraisal of major noise sources	YES	5.8.2	---
Existing and projected levels of noise and noise contours for major noise sources	YES	5.8.3	---
Determination of the extent of "noise problems in the community"	YES	5.8	---
Selection and imposition of methods of noise attenuation and the protection of residences from excess noise	YES	5.8.4	5.13

	LOCAL RELEVANCE	DATA/ANALYSIS	POLICIES & PROGRAMS
SAFETY ELEMENT ISSUES			
The effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, dam failure	YES	5.2, 6.7.2, 6.7.5, 6.7.7	5.13, 6.9
The effects of slope instability leading to mudslides and landslides, subsidence, and other geologic hazards known to the legislative body	YES	5.2, 5.4.2	5.13, 6.9
Mapping of known seismic and other geologic hazards	YES	5.2	---
Flooding	YES	2.8, 5.2, 5.4, 5.6	5.13
Identification and appraisal of evacuation routes, peakload water supply requirements, and minimum road widths as they relate to identified fire and geologic hazards	YES	4.3, 6.7.5, 6.7.7	6.9
Hazardous wastes	YES	5.7, 6.6.5, 6.6.6, 6.6.7, 6.7.2	5.13, 6.9
Airport Safety Zone	YES	4.8, 5.8.2, 6.7.8	4.14, 5.13, 6.9

State law provides direction on how cities can maintain the plan as a contemporary policy guide: It requires each planning department to report annually to the City Council on "the status of the plan and progress in its implementation", Government Code 65400[b]. In addition, the City should comprehensively review the Plan every five years to determine whether or not it is still in step with community values and conditions.

1.1.7 Amending the General Plan

Amendments to the General Plan can be initiated by the City Council, Planning Commission, staff or property owners. More detailed information on processing and timing of amendments is available from the Planning Division.

Prior to filling a General Plan amendment, the prospective applicant or his or her agent should discuss the proposed amendment with the City's Planning Director or City Planner. This gives the applicant a first-hand opportunity to find out the details of the amendment process as well as any concerns the City may have about the proposed changes.

Should the applicant decide to proceed with an amendment, the next step is to request an amendment through a letter to the Planning Division in City Hall, 1500 Warburton Avenue, Santa Clara, CA. 95050 and pay the required processing fees.

Once an application is submitted and deemed complete, it will be placed on an agenda for public hearing before the Planning Commission according to the schedule established by the Planning Commission for General Plan amendments.

State law requires that any decision on a General Plan amendment must be supported by findings of fact. These findings are the rationale for making a decision either to approve or deny a project. At a minimum, the following standard findings should be made for each General Plan amendment:

- (a) The proposed amendment is deemed to be in the public interest.
- (b) The proposed General Plan amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.
- (c) The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare.
- (d) The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).

City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process and requirements described above to insure consistency and compatibility with the Plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by Council resolution.

1.1.8 Consistency

It is anticipated that Zoning Ordinance regulations, as well as the City's Housing Assistance Plan and Redevelopment Plans (University and Bayshore North), will be

brought into compliance with the Policies and Programs of the General Plan in as timely a manner as possible. It is also anticipated, besides evaluating the existing zoning on a subject property at the time of application for discretionary approval, that individual discretionary land use decisions made by the City following the adoption of this Plan will first strive for consistency and compliance with the Goals, Policies and Programs of this Plan.

1.1.9 Implementing Ordinances, Plans, and Programs

The Zoning Ordinance governs the use of land within the City. It determines the type of use, the density of living or working space, the general arrangement of buildings and required landscaping, and the necessary facilities, such as off-street parking, driveways, accessory structures and signs. The Zoning Map gives specific legal definition to the land uses provided for in the General Plan Land Use and Circulation Diagram.

The City's Subdivision Code, which is updated regularly to ensure compliance with State Subdivision laws, determines the standards for the division of land. Subdivision regulations set the requirements for street and utility improvements for a proposed development's drainage patterns, and the reservation of school and park sites.

In conjunction with the original General Plan in 1960, the first set of Precise Plans for the City were developed. Since that time, the plans have been maintained and updated by the City departments in charge of the respective functions. Present Plans include: 1) Streets and Highways; 2) Water; 3) Sanitary Sewers; 4) Storm Drainage; 5) Electrical; 6) Street Lighting; 7) Fire Protection; and 8) Parks and Recreation.

Precise Plans were allowed in general plans from 1937 until 1965. In 1965, Precise Plans were superseded in law by specific plans. However, some cities still use Precise Plans. Specific plans relate to areas of the city, whereas Santa Clara's precise plans relate to city functions.

Precise Plans are utilized by City staff and decision-makers to detail the design of functional sections within the General Plan. The Plans are used as the basis for estimating costs, proposing priorities, and scheduling in the Capital Improvement Program. The precise plans are not considered to be final or inflexible; rather, they represent a more specific view of how the General Plan may be used in controlling and holding the City's development to a high standard.

In accordance with the Streets and Highways Plan, Official Plan Lines are adopted by the City Council to establish building, sign and other structures' setbacks and rights-of-way on major streets identified for future acquisition and widening. A Plan Line is a precise line that establishes future rights-of-way along any portion of an existing or proposed street or highway.

The Capital Improvement Program determines the schedule for construction of public facilities. The Program establishes a priority list of needed improvements such as streets, sewers and parks. The Program estimates construction costs, identifies financing sources, and prioritizes projects over a five year period. The Program is updated yearly to account for changes in needs and revenues. The first year of the five year Capital Improvement Program is adopted annually as part of the City's budget.

The Capital Improvement Program thus provides a summary for City Council and public review of where municipal expenditures for facilities are proposed to be spent, both in terms of function and area.

The Planning Commission submits an annual report to the City Council regarding the Capital Improvement Program. The report reviews each project and its relative priority with regard to conformity with the General Plan.

The City operates in compliance with the requirements of State law, including the California Environmental Quality Act, which requires the City to review development proposals for their effects on the environment. The City's Project Clearance Committee (PCC) is the staff coordinating committee for review of Planning Commission applications. The PCC makes recommendations to the Planning Commission, Architectural Review Committee and the City Council based on an evaluation of potential environmental impacts of proposed developments. Environmental Impact Reports are prepared for major projects. These documents allow the City to determine the extent of identified potential impacts, as well as the adequacy of possible mitigation of those impacts or alternative project designs. The City's Environmental Review process is designed to ensure compliance with State laws and consistency with the Goals, Policies and Programs of this General Plan.

The City's Building and Housing Codes ensure that buildings and other structures in the City meet basic safety and health standards, consistent with the requirements of State health and safety codes. The City's Building and Housing Codes incorporates, in addition to other City specific regulations, the Uniform Building Code (UBC) and Uniform Housing Code (UHC). The Building Code establishes the construction, plumbing, and electrical specifications for construction in the City and is enforced through plan checking and on-site inspections by City Building Inspectors. The Housing Code regulations govern the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the City Building code. The City's Housing Inspectors can require repairs or authorize condemnation of dilapidated structures.

The Housing Code regulations govern the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the City Building code. The City's Housing Inspectors can require repairs or authorize condemnation of dilapidated structures.

The City's Code Enforcement Officer, assisted by the Planning Department's Law Enforcement Aides, enforce the Zoning Ordinance, conditions of discretionary approval, and applicable City Code sections such as the Noise Ordinance. This enforcement effort is intended to protect residential neighborhoods and business districts from inappropriate activities and nonconforming uses.

1.2 BACKGROUND

1.2.1 Geographical Setting and Climate

The City of Santa Clara, also known as the Mission City, is located in the Santa Clara

Valley within Santa Clara County, 50 miles south of San Francisco, and 382 miles north of Los Angeles. Santa Clara is bordered by the cities of San Jose on the north, east, and south, and Sunnyvale and Cupertino on the west. Santa Clara encompasses about 19.3 square miles or approximately 12,352 acres of land.

The Santa Clara Valley is located at the southern end of San Francisco Bay. It is bounded by the Santa Cruz Mountains on the west and the Diablo Mountain range on the east. The Valley between is characterized by flat, agriculturally rich and buildable expanses ideal for urbanization. Streams in the valley are abundant and, while providing adequate drainage, in the past have been a source of flooding. In the northern area, where Santa Clara is located, the problem has been amplified by the proximity of the Bay and the low elevation of the land. However, flood control improvements are being developed by the Santa Clara Valley Water District to contain the 100-year flood level. Also in the northern area, Santa Clara has had significant subsidence due to a drop in the underground water levels. This decline was the result of more water being removed from the underground sources than was being replaced. The Santa Clara Valley Water District has implemented since the late 1960's a program of recharging the ground water basin with imported as well as local water to reduce subsidence. The northern area is also characterized by underlying alluvial sediments and by Bay mud. Because these soils are less stable under certain seismic stresses, development in this area must utilize structural engineering standards which provide the necessary safety margins.

Elevations in the City range from four feet (4') above sea level near Lafayette and State Highway 237 to one hundred and fifty six feet (156') at Lawrence Expressway and Interstate 280. The latitude and longitude of City Hall in Santa Clara is 37 degrees, 21 minutes, 20 seconds North Latitude and 121 degrees, 57 minutes, 30 seconds West Longitude.

The climate of the area is excellent and described as Mediterranean. The temperatures are mild. Monthly averages range from 46 degrees to 71 degrees, with the maximum exceeding 90 degrees only sixteen days per year and temperature below freezing five times per year. Average daytime high for July is 81 degrees and average nighttime low for January is 41 degrees. Rain is concentrated in the winter months (November through March), leaving an average of 293 days a year with sunshine. This temperate climate allows a variety of outdoor cultural and economic activities as well as creating an ideal living environment. The main climatic problem is the frequent presence of a temperature inversion over the Valley that traps air pollution below.

1.2.2 History

Fertile soil, level land, abundant water, a temperate climate and a central location within the San Francisco Bay region have combined to form a pleasant and productive living environment in the City of Santa Clara throughout its long history.

There have been human inhabitants of the Bay Area for thousands of years. Archaeological records suggest that the Costanoans, aboriginal inhabitants also known as Ohlone Indians, moved into the Bay Area around AD 500 and replaced the original Hokan-speaking population.

The first written record of the area is from 1769 when the scouts of Juan Gasparde

Portola's Spanish expedition reported grassy plains spotted with oak trees and numerous Indian villages. On January 12, 1777, Padre de la Pena offered the first Mass of the Mission Santa Clara under a shelter of tree branches. The Mission prospered and was rebuilt in 1779, 1784, 1819, 1825 and finally in 1926 where it stands today, on the campus of Santa Clara University. The Spaniards found the valley floor ideal for vast herds of cattle and sheep which were raised primarily for hides and tallow. During the early nineteenth century, the agricultural emphasis shifted from cattle to grain production.

Following California's entry into the Union in 1850, Santa Clara began to lay the foundation for its transition from a rural town to a city. In 1851, the Jesuits founded Santa Clara University with a faculty of two and fifteen students. Soon after, in 1852, Santa Clara was incorporated as a charter city under the provisions of the State Constitution. The City officially platted a street system in 1866 to accommodate anticipated growth. This layout still exists in the Old Quad district.

Around 1870, Santa Clara began to take on regional and even national significance. The two developments most responsible for this were (1) the prosperity and academic achievements of the University and, (2) the transition to an orchard economy. By 1940, Santa Clara supported a population of 6,700 and was known as the prune capital of the world.

In 1894, the City initiated a municipal power utility and began generating power in 1896. The electric utility grew slowly with the City until the late 1940's when rapid growth required significant upgrading of the power distribution system. In 1980, the City started generating its own power and continues to seek new and cost-effective sources including cogeneration, geothermal, hydroelectric, wind and solar.

During World War II, industry began to locate in the City and develop for the first time an economy not subject to seasonal employment. It was the start of a tremendous immigration of population and industry to Santa Clara. To deal with the accompanying problems of urban growth, a planning commission was established in 1949 and two years later the City changed to the City Council/ City Manager form of government. To ensure high quality construction and sound engineering, zoning, subdivision and building regulations were enacted. The Engineering and Utilities Departments were expanded and full-time Planning and Building Departments were established.

The full effect of the massive urbanization generated by the growth of the Bay region and local employment opportunities was felt in the decade of the 1950's. Led by industry, all other sectors of the economy expanded rapidly, initiating a growth cycle that has yet to culminate. Between 1950 and 1960, the City's population increased by 403 percent, to 58,900. In 1960, a comprehensive General Plan was adopted to guide the City's continuing growth.

Available prime industrial land, a well managed city, and a supply of educated and highly skilled labor led to rapid industrial growth and development of more sophisticated electronics research and manufacturing establishments in the latter part of the 1960's. In 1970, new industrial construction reached \$24 million, the highest of any city in the State for that year. Recent years have exceeded that level, partially due to inflation.

In 1985, the City completed the purchase of the Great America Theme Park, in order to preserve this tourist-serving commercial attraction. Since that time, Theme Park attendance levels and revenues have reached all-time highs.

In 1986, the City Council also amended the Zoning Ordinance's minimum development standards for higher density residential zones. Historically, so as to protect single family areas such as the Old Quad from high density infill development on narrow or small lots.

Although many properties in the Old Quad area are zoned for higher density development, these ordinance changes showed the rate of change in this area of the City. This change was originally initiated by the Daily Plan much of which was adopted by the City in the 1960's. Dedication and improvement requirements of the City's Street Plan Lines continue to reflect this previous plan's higher density of development for the Old Quad, but can be reviewed and revised by the City Council at any time.

In 1986, the City completed the construction of the Santa Clara Convention Center, a 240,000 square foot facility which in 1990 hosted 67 conventions, trade shows and other public events attracting more than 319,000 visitors to the City. Next to the Convention Center, on City-owned lands, are the Santa Clara Golf and Tennis Club, the Westin Hotel and TECHMART, which is designed to feature the latest state-of-the-art electronic equipment manufactured by Silicon Valley companies.

The vitality of the rest of Santa Clara has matched that of its economy. As part of Santa Clara's strong recreation program, the Santa Clara Swim Club has won numerous team and individual honors in national and international competition, as have the Santa Clara Vanguard and Bugle Corp and the Santa Clara Aquamaids Swim Club. In 1987, the new home of the Triton Museum was completed across from City Hall in the Civic Center. The community also boasts several other museums, historical, arts, theater and dance groups, as well as many special events.

1.2.3 Regional Setting

The central location of the City of Santa Clara within the Santa Clara County and San Francisco Bay area has made the City a focal point for urbanization within the region. Santa Clara County, the metropolitan area which includes the City of Santa Clara, has one of the most vigorous economies in the State, and has the largest population of any county in northern California.

In 1990, the County population was approximately 1,463,530, a ten percent increase over the 1980 population of 1,295,071, and a 25 percent increase over the 1970 population, and equals five percent of the State's population of approximately 30,000,000. According to the United States Department of Housing and Urban Development, Median household income in Santa Clara County in 1988 was \$47,647 a year for a family of four, second only to Marin County, which had the highest median income in California. In 1991, median county income for a family of four had risen to \$57,700. The County's total effective buying power is larger than that of twenty States in the Nation.

Santa Clara will continue to play an important role in, and benefit from, the ongoing development of the San Francisco Bay region. The City of San Jose recently became the largest city in the Bay Area and third largest in California after Los Angeles and San Diego,

surpassing San Francisco in number of residents. San Jose's degree of support for growth, both in number of jobs and in additional housing units, will continue to influence the nature of development in the greater San Jose metropolitan area through the 1990's.

The introduction of additional mass transit lines in the Santa Clara Valley, such as an extension of the Light Rail system westward to Sunnyvale and Mountain View as well as eastward to Milpitas and BART, and extension of CalTrain to southern Santa Clara County, will assist the overall region in reducing existing traffic congestion.

San Jose International Airport, while contributing significant levels of noise from airplane departures and arrivals, as well as additional traffic on surrounding streets and highways, also provides local economic advantages because it is a transportation gateway to the world. The Airport continues to examine ways to grow to better serve the region through long-range Master Planning and other programs while attempting to minimize adverse impacts on its neighbors. Even with this attempt, the Airport has a major adverse impact on housing in northern Santa Clara.

Because of the high mobility of the population and interdependence of the Bay Area economy, the future of the City cannot be separated from that of the County and the larger Bay region. Recognizing this, the City will continue to cooperate, on a voluntary basis, with other jurisdictions in resolving common problems as they are identified.

Many challenges that the City faces, such as air and water quality, flooding, management of solid and hazardous waste disposal, traffic congestion, and limited sites for housing development transcend local boundaries and cannot be solved by the City's actions alone.

As a example of regional cooperation, the Santa Clara County Board of Supervisors, and a majority of cities representing a majority of population within the County prepared and adopted prior to December 1, 1991 a Congestion Management Plan (CMP). The CMP is a mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. The CMP must be annually updated to maintain its relevance and effectiveness.

1.2.4 Population

Within the past forty years, the resident population of the City of Santa Clara has increased approximately 770 percent from a population of 11,702 in 1950 to a 1990 population of 92,191. According to the 1990 California State Department of Finance, Santa Clara ranks as the third largest city in Santa Clara County after San Jose (749,820 population) and Sunnyvale (117,331 population).

The majority of the City's population growth occurred within the decade from 1950 to 1960 when the population increased by nearly 50,000 persons, a growth of 400 percent, which accounts for almost three-fifths of the present population. Since 1960, growth of the resident population has tapered off: 46 percent between 1960 and 1970, less than four percent between 1970 and 1980, and five percent between 1980 and 1990.

Santa Clara's growth has not been an isolated or unique development. It has been part of

the overall growth of the San Francisco Bay area and San Jose metropolitan area in particular. Between 1950 and 1990, the population of Santa Clara County expanded from 300,000 to an estimated 1,463,600 persons. The City of Santa Clara's rapid growth has been paralleled by that of Sunnyvale and Mountain View, but does not approach the rate of growth of the City of San Jose.

The infilling process of growth in the area between San Francisco and San Jose has caused the development of most of the open land between these cities, including Santa Clara. The little land remaining undeveloped has increased significantly in price, and has contributed to a significant increase in housing prices throughout the region.

To maintain a balanced community and local economy, additional employment growth must be accompanied by the provision of additional housing opportunities, especially for those employees earning low to moderate incomes who are increasingly being priced out of the local housing market. Lower cost housing will become increasingly important as more of the City's employment base shifts to a service and tourist economy that offers a wider variety of jobs particularly in the entry level range.

Population projections by the Association of Bay Area Governments for Santa Clara for the year 2005 indicate that, with stable household size, a minimum of 3,865 new housing units will be needed to house the 9,200 additional local residents. The City projection of housing units by 2005 is five percent higher than the ABAG '90 projection. The resulting population is projected at 109,033. As detailed in the Housing Element, ethnic diversity in the community is expected to increase significantly, as will average age and income.

1.2.5 Economy

The economy of Santa Clara is built upon a manufacturing and commercial base. Diversification in the tourist oriented sector of the economy, as well as in the service area, has strengthened and stabilized this base.

The development of the silicon chip and electronic systems made possible by the integration of microprocessors spawned a multi-billion dollar industry in Santa Clara County between 1970 and 1990. The explosive growth of this industry during the 1970's and early 1980's has transformed the Santa Clara Valley, a fertile agricultural valley, into the world-renowned "Silicon Valley."

The City of Santa Clara is strategically located at the center of the employment growth which has occurred in this valley since the mid 1970's. Businesses in the City have participated fully in the most dynamic economic revolution of the second half of the 20th century.

Only with adequate fiscal resources will the City be able to provide essential municipal services to its residents and employees. To guide growth and development effectively, as part of the General Plan Update, the City prepared an economic and fiscal analysis of the community through 2005. That economic analysis is summarized here.

From the first half to the second half of the 1980's, Santa Clara experienced both a slowing of industrial and commercial construction and a shift away from industrial toward commercial development. Since 1980, the amount of occupied research and development

space in the City increased by 50 percent, but the amount of occupied light manufacturing and warehouse space declined slightly.

Although the growth of City population has been slower than that of the County, Santa Clara's taxable retail sales growth, a significant source of the City's revenues, has more than kept pace. This strength can be largely attributed to the sales growth of the automotive sector and electronics manufacturing through 1988, the last date for which figures were available for the economic analysis. The top three sales tax generators and 10 of the top 30 in the City in 1988 were either auto or RV dealers. Other top sales tax generators were Emporium-Capwell Department Store, National Advanced Systems Corporation, Xerox Corporation, Owens-Corning Fiberglass Corporation, Costco Wholesale, and Whirlpool Corporation.

During the latter part of the 1980's Santa Clara also enjoyed a rather high share (25 to 29 percent) of the hotel room revenues earned by the five communities central to the metropolitan area: San Jose, Sunnyvale, Mountain View, Milpitas and Santa Clara.

In 1965, jobs and resident workers in the City were in close balance; 27,581 workers and 25,200 jobs, a ratio of 1.09:1 (excluding agricultural contract and construction, which added at least another 1,500 jobs). By 1975, continued employment growth in the manufacturing sector had created an excess of local jobs over local workers. For instance, the top four manufacturing employers alone had more employees in 1971 than the entire manufacturing sector of the City in 1965.

This trend towards a jobs and housing imbalance, first identified in the City's 1980 General Plan, has continued despite the fact that the chip-driven high tech industries in the Valley suffered a period of adjustment from 1985 through 1987. In 1990, it is estimated that there are approximately 58,000 employed residents in the community and 119,270 jobs, a ratio of 2.06:1. In 1989 the eleven largest employers in Santa Clara were manufacturers. The top four of these manufacturers employed approximately 15 percent of the City's employees. In total, it is estimated that manufacturing concerns employed 52,400 persons in 1990 (the next largest type of employer was the services sector, which employed an estimated 26,600).

Figure 1-A:**STATISTICAL SUMMARY****POPULATION ESTIMATES**

	DOF 1990	ABAG 2005	CITY 2005
TOTAL	92,191	102,600	109,033
HOUSEHOLD	89,240	99,200	105,633
GROUP HOUSING	2,951	3,400	3,400

HOUSING ESTIMATES

	DOF 1990	ABAG 2005	CITY 2005
TOTAL UNITS	38,151	42,959	45,375
VACANCY RATE	3.38%	3.00%	3.00%
HOUSEHOLD UNITS	36,861	41,670	44,014
PERSON / HOUSEHOLDS	2.421	2.381	2.400

SQUARE FOOTAGE ESTIMATES

	ERA 1990	ERA 2005
RESEARCH & DEVELOPMENT	9,940,000	12,008,000
LIGHT MANUFACTURING	5,029,000	4,637,000
WAREHOUSE	12,487,000	10,914,000
OFFICE	9,772,000	17,176,000
RETAIL	6,322,000	8,162,000

HOTEL ROOMS ESTIMATES

	ERA 1990	ERA 2005
HOTEL ROOMS	2,917	4,421

EMPLOYMENT ESTIMATES

	ABAG 1990	ABAG 2005
TOTAL EMPLOYMENT	119,270	144,200

ASSUMPTIONS: CITY Projection's of 3,400 group housing population, 3 percent vacancy rate, and 2.4 persons per household are in line with or a worse case than ABAG's Projection's 90.

SOURCE: Department of Finance (DOF), Demographic Research Unit, Report E-5; Association of Bay Area Governments (ABAG), Projection's 90; Economics Research Associates (ERA); City of Santa Clara Planning Division (CITY)

FIGURE 1-B:

GENERAL PLAN AMENDMENT NO. 50
LAND USE ACREAGE

MIXED USE

MIXED USE	362	2.9%
TRANSIT ORIENTED MIXED USE	109	0.9%
GATEWAY THOROUGHFARE	33	0.3%
	504	4.1%

RESIDENTIAL

SINGLE FAMILY DETACHED	3,488	28.0%
SINGLE FAMILY ATTACHED	193	1.4%
MODERATE DENSITY	855	6.9%
MEDIUM DENSITY	151	1.2%
HIGH DENSITY	1	0.0%
	4,688	38.0%

COMMERCIAL

CONVENIENCE	43	0.3%
THOROUGHFARE	116	0.9%
COMMUNITY & REGIONAL	61	0.5%
OFFICE	45	0.4%
TOURIST	414	3.4%
	679	5.5%

INDUSTRIAL

OFFICE / R & D	589	4.8%
INDUSTRIAL TRANSITION	18	0.1%
LIGHT	1,708	13.8%
HEAVY	583	4.7%
	2,898	23.4%

PUBLIC FACILITIES

INSTITUTIONAL	224	1.8%
EDUCATION	533	4.3%
PARKS & RECREATION	411	3.3%
OPEN SPACE	240	1.9%
***RIGHT-OF-WAYS	2,173	17.6%
	3,581	29.0%

TOTAL ACRES

12,350 100.0%

*Four and six tenths (4.6) acres of Mixed Use, Gateway Thoroughfare and Transit Oriented acreage are devoted to convenience commercial.

**Streets, Expressways, Highways and Railroads, etc

Source: City of Santa Clara Planning Division

FIGURE 1-C:

2000 ACTUAL LAND USE ACREAGE

MIXED USE	MIXED USE	12	0.1 %
	TRANSIT ORIENTED MIXED USE	0	0.0 %
	GATEWAY THOROUGHFARE	12	0.1 %
		24	0.2 %
RESIDENTIAL	SINGLE FAMILY DETACHED	3,479	28.2 %
	SINGLE FAMILY ATTACHED	188	1.5 %
	MODERATE DENSITY	843	6.8 %
	MEDIUM DENSITY	110	0.9 %
	HIGH DENSITY	0	0.0 %
		4,620	37.4 %
COMMERCIAL	CONVENIENCE	30	0.2 %
	THOROUGHFARE	223	1.8 %
	COMMUNITY AND REGIONAL	148	1.2 %
	OFFICE	100	0.8 %
	TOURIST	259	2.2 %
		760	6.2 %
INDUSTRIAL	OFFICE / R & D	1,234	10.0 %
	INDUSTRIAL TRANSITION	18	0.1 %
	LIGHT	740	6.0 %
	HEAVY	678	5.5 %
		2,670	26.6 %
PUBLIC FACILITIES	INSTITUTIONAL	247	2.0 %
	EDUCATIONAL	543	4.4 %
	PARKS & RECREATIONAL	576	4.7 %
	OPEN SPACE	239	1.9 %
	***RIGHT-OF-WAYS	2,173	17.6 %
		3,778	30.6 %
VACANT	VACANT	498**	4.0%
		498	4.0 %
TOTAL ACRES		12,350	100.0 %

*Streets, Expressways, Highways and Railroads, etc

**Most of the vacant land has been approved for specific development

Source: City of Santa Clara Planning Division

Continued long-term job growth in the manufacturing sector is not expected. The services sector, however, is expected to grow nearly fifty percent by the year 2005. This will account for the majority of the job growth anticipated in the community in the period 1990-2005, when employment is expected to increase to approximately 144,200. Employment in the finance, insurance and real estate sectors is also expected to grow substantially.

The economic analysis, commissioned by the City as part of the General Plan revision, projects that 1.8 million square feet of retail space will likely be added in Santa Clara by 2005, with 65 percent of this space being targeted to serve a larger work force, as well as additional visitors to the City. Hotel rooms in the City are projected to increase from 2,900 to around 4,400, with most of the 1,900 new hotel rooms being added in the period 1995-2005.

The total office inventory in the City is expected to increase from 9.8 million square feet in 1990 to 17.2 million by 2005. The amount of research and development space is expected to experience a net gain of a little more than 2 million square feet, and light manufacturing and warehouse distribution space overall is expected to decrease.

The continued diversification of Santa Clara's economy is expected to help minimize unexpected economic downturns in the future.

1.3 NEEDS AND GOALS

1.3.1 Land Use Element Needs and Goals

Improvement in the social, economic and physical quality of the City is the overriding concern of the Land Use Element of the General Plan. Significant in the City of Santa Clara, as well as in the County of Santa Clara, is the need for affordable housing for those earning low to moderate incomes. This State-identified need is discussed in detail in the Housing Element.

Continued economic diversity is also needed, wherever the provision of new commercial development will not adversely impact the quality of the City's residential neighborhoods or designated historic areas.

Anticipated changes in the community are guided by the Land Use Element, accompanied by a map indicating the planned location, amount and intensity of residential, commercial, industrial, mixed use, public and open space lands. Design Guidelines assist in accomplishing a high quality standard of development in the City.

The City is committed to cooperating with other jurisdictions in seeking solutions to regional problems while maintaining control over local land use.

The Goals of the Land Use Element are to:

Promote the best use of land through protection of desirable existing uses, orderly development and consideration of the City's future needs while recognizing property owner rights. Emphasize the improvement of the social, economic and physical quality of Santa Clara. Continue to encourage the development of a sound and diverse economic base to support necessary public services. Encourage a stable employment demand corresponding to the City's labor characteristics. Work towards a sustainable combination of population and production. Cooperate with surrounding jurisdictions in seeking solutions to regional problems.

1.3.2 Housing Element Needs and Goals

Santa Clara has a variety of housing, in various sizes, price-ranges and locations. Beginning with the many different styles of Victorian-era working class and estate homes in the Old Quad constructed circa 1870, the City has historically accommodated a wide variety of peoples, with varying ethnic and religious backgrounds and different income levels.

Over time, the ratio of rental occupancy to the total number of housing units in the City has increased to the point where it is now estimated to exceed fifty per cent. At the same time, the ethnic composition has evolved, paralleling the changes experienced state-wide in California. Minority community issues and concerns are becoming an increasingly important consideration in assessing the needs and goals of Santa Clara through the year 2005.

Continued increases in area employment and a shortage of vacant, developable land will contribute to rising housing costs. These changes may also result in increasing densities of persons per residential unit.

Santa Clara's housing policies and programs address the identified needs for the community, including residents and those who work in the City. The most significant need in the community is affordable housing for those earning low to moderate incomes. Due to the shortage of available housing sites, new housing development will have to be considered at higher densities and designed in innovative ways to increase the quantity and affordability of local housing.

The estimated total number of housing units in 1995 is 42,292. The potential number of housing units which could be created in the City, by the year 2005, is 45,375, occupied by an estimated City population of approximately 109,033 persons. The Association of Bay Area Governments, however, has projected that the number of households in Santa Clara will actually only increase by 7,631, from the 1989 figure of 34,039 to 41,670 households in the year 2005. ABAG estimates that the population in 2005 would then be approximately 102,600. The City will be examining ways to increase new housing beyond the ABAG projections.

All projections of housing, population growth and employment are heavily dependent on economic trends. Substantial changes in current economic conditions can alter these

projections dramatically.

The Goals of the Housing Element are to:

Encourage the provision of appropriate/well-built housing within the community for persons of all economic levels, regardless of race, color, age, religion, gender, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or mental or physical disability. Encourage the provision of an adequate variety of individual choices of housing tenure, type, and location, including higher density where possible, especially for low and moderate income and special needs households. Maintain and enhance the character, quality and livability of residential areas. Encourage sound growth in the City by designating suitable vacant or underutilized sites for new residential development. Preserve established single family neighborhoods.

1.3.3 Transportation Needs and Goals

Projections of future traffic volumes indicate that the travel demands of the region, which especially impact Santa Clara due to the City's central location in the region, cannot be satisfied by current patterns of circulation and projected road capacity.

The increasingly common separation of new housing opportunities from newly created jobs further impacts an already congested system of highways, expressways, and local streets.

The number one transportation need in the community is to encourage a change in commuter behavior to reduce the percentage of single occupancy vehicles using the road network during commute hours. This reduction will have positive environmental impacts, including a reduction in emissions which contribute to air pollution.

The Goal of the Transportation Element is to:

Strive to provide a safe and convenient integrated transportation system which moves people and goods from place to place efficiently and in a cost effective manner.

1.3.4 Environmental Quality Element Needs and Goals

Continuing changes in the Santa Clara Valley provide a challenge to the area to effectively protect environmental resources now and in the future. Of special concern are:

- preserving water capacity and quality;
- regulating hazardous materials use, storage or disposal;
- maintaining and improving air quality;
- minimizing noise impacts on developed areas; and,
- promoting open space preservation.

The Summary of Environmental Impacts and Mitigation Measures at the end of this Chapter represents a compilation of estimated impacts of anticipated development, and their inter-relationship with each of the General Plan Elements.

The Goals of the Environmental Quality Element are to:

Conserve and improve the environmental quality of the City. Continue an emphasis on improving the physical environment of Santa Clara.

1.3.5 Public Facilities and Services Element Needs and Goals

If the projections of the Association of Bay Area Governments are correct with regards to Santa Clara's anticipated growth between 1990-2005, the City and other agencies can expect a proportionate increase in demands on public facilities and services. Growth above or below these projected levels will also directly affect public facilities and services. Maintaining the existing level of quality service for City Departments such as Parks and Recreation, Police and Fire, as well as possibly expanding facilities and services, will be dependent on the types and amounts of available funding sources.

Community needs include:

- safety and emergency preparedness;
- energy conservation;
- continued solid waste disposal capacity, including effective recycling;
- coordinated capital improvements and budgeting; and,
- educational, recreational and cultural opportunities.

The Goal of the Public Facilities and Services Element is to:

Provide and encourage, within economic capabilities, needed facilities and services that contribute to the City's safety, convenience, amenity, educational and cultural enrichment.

1.4 ENVIRONMENTAL CONSIDERATIONS

Identification of the broad environmental impacts of the General Plan Goals and Policies is incorporated into the Environmental Impact Report prepared in conjunction with the General Plan.

To summarize the environmental effects, a Summary of Environmental Impacts and Mitigation Measures from the Environmental Impact Report is attached for information purposes. To understand the full impacts from this General Plan, readers are advised to read the General Plan Environmental Impact Report.

1.4.1 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

These Items were based on the Environmental Impact Report certified as part of the adoption of General Plan Amendment #32, the Comprehensive of the General Plan (July 28, 1992).

A. LAND USE CONSISTENCY / COMPATIBILITY**IMPACT A1:**

Implementation of the General Plan would allow increased urban development in the City and would change the distribution and pattern of land uses.

MITIGATION:

Land Use Policies 16, 17.
Land Use Program xiv.

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT A2.

Development consistent with the General Plan would result in the potential for impacts resulting from incompatible land uses.

MITIGATION:

Land Use Policies 2-6, 11, 12.
Land Use Programs (iii), (ix).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT A3.

Development under the General Plan could result in inadequate public services in some areas of the City.

MITIGATION:

Public Facilities & Services
Policy 8.
Public Facilities & Services
Programs (xv), (xix).
Environmental Quality
Program (xx).

RESIDUAL

IMPACT:
Less than
Significant.

B. POPULATION, EMPLOYMENT, AND HOUSING**IMPACT B1.**

Development consistent with the General Plan would increase the overall demand for housing and the demand for affordable housing by the year 2005 relative to jobs, thereby increasing the jobs-housing imbalance.

MITIGATION:

Housing Programs (i)-(xv),
(xvii)-(xxi), (xxiv)-(xxxi),
(xxxiv)-(xxxvi).

RESIDUAL

IMPACT:
Less than
Significant.

C. TRANSPORTATION AND CIRCULATION**IMPACT C1.**

Year 2005 traffic generated by development consistent with the General Plan would degrade traffic operations on several roadway segments below the City's traffic operations target of Level of Service D.

MITIGATION:

Transportation Policy 1.
Transportation Programs (iii),
(vi), (viii)-(ix), (xi), (xii),
(xiv), (xvi)-(xxii), (xxiv)-
(xxvi).

RESIDUAL

IMPACT:
Significant,
Unavoidable.

D. AIR QUALITY**IMPACT D1.**

Construction allowed under the General Plan would temporarily increase local PM (10) concentrations.

MITIGATION:

Environmental Quality
Program (xxvi).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT D2.

Potential development under the General Plan would increase emissions of criteria air pollutants.

MITIGATION:

Environmental Quality Policy
19.
Environmental Quality
Program (xxiii).
Transportation Program (xv).

RESIDUAL

IMPACT:
Significant,
Unavoidable.

IMPACT D3.

Projected development under the General Plan would exceed the ABAG population projection for 2005.

MITIGATION:

Environmental Quality Policy 19.
Environmental Quality Program (xxiii).

RESIDUAL

IMPACT:
Significant,
Unavoidable.

E. NOISE

IMPACT E1.

Construction allowed under the General Plan would generate intermittent high noise levels.

MITIGATION:

None Required.

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT E2.

Development under the General Plan would result in exposure of increased numbers of people to unacceptable ambient noise levels.

MITIGATION:

Environmental Quality Policies 22, 25, 27.
Environmental Quality Programs (xxix)-(xxxiii),
(xxxvi)-(xxxix).

RESIDUAL

IMPACT:
Potentially
Significant.

IMPACT E3.

Development under the General Plan would result in a slight increase in traffic noise.

MITIGATION:

None Required.

RESIDUAL

IMPACT:
Less than
Significant.

F. PUBLIC SERVICES

IMPACT F1.

Development under the General Plan would increase the demand for City police services.

MITIGATION:

Public Facilities & Services Programs (xvii), (xix)-(xxii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT F2.

Development under the General Plan would increase the demand for City fire services.

MITIGATION:

Public Facilities & Services Programs (xvi)-(xviii),
(xxiii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT F3.

Development under the General Plan could increase the number of students served by local school districts beyond existing capacity.

MITIGATION:

Public Facilities & Services Programs (vi)-(vii).

RESIDUAL

IMPACT:
Potentially
Significant,
Unavoidable.

IMPACT F4.

Development under the General Plan could result in an increased number of patrons using the Central Library.

MITIGATION:

Public Facilities & Services Programs (ii)-(iii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT F5.

Development under the General Plan would result in residential development in the North sub-area, where library expansion is planned.

MITIGATION:

Public Facilities & Services Program (ii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT F6.

Development under the General Plan would increase the demand for solid waste services.

MITIGATION:

Public Facilities & Services Policy 7.
Public Facilities & Services Programs (xi)-(xiii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT F7.

Development under the General Plan would increase the amount of hazardous waste generated.

MITIGATION:

Environmental Quality Programs (iv)-(vi).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT F8.

Development under the General Plan would increase

demand for wastewater treatment.

MITIGATION:

Public Facilities & Services Program (xiv).

RESIDUAL

IMPACT:
Less than
Significant.

G. OPEN SPACE, RECREATION AND SCENIC RESOURCES

IMPACT G1.

Development under the General Plan would convert existing open lands to urban uses, altering the open area of parts of the City and removing the scenic and recreational resource that open lands provide.

MITIGATION:

Environmental Quality Policies 28-34.

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT G2.

Development under the General Plan would result in increased demand for park land and recreational facilities due to increased population.

MITIGATION:

Environmental Quality Programs (xi)-(xvi).
Public Facilities & Services Policies 1-3.
Public Facilities & Services Programs (vi)-(v).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT G3.

Development consistent with the General Plan could degrade or destroy existing scenic resources within the City.

MITIGATION:

Land Use Policy 21.
Land Use Programs (xix)-(xxi).

RESIDUAL

IMPACT:
Less than
Significant.

H. CULTURAL, ARCHAEOLOGICAL, AND HISTORIC RESOURCES

IMPACT H1.

Any proposed surface or subsurface ground disturbance in the vicinity of natural watercourses that would occur as a result of changes to the General Plan land use designations and intensities could disturb important archaeological deposits and destroy unique features, artifacts and ecofacts.

MITIGATION:

Environmental Quality Program (xlvii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT H2.

Any proposed surface or subsurface ground disturbance that would occur as a result of changes to the General Plan land use designations and intensities could disturb important (pre-1940) archaeological deposits and destroy unique features, artifacts and ecofacts.

MITIGATION:

Environmental Quality Program (xlviii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT H3.

Implementation of the General Plan would encourage increases in the intensity of development and allow for potential alterations to the historic character of land uses or structures.

MITIGATION:

Land Use Program (xviii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT H4.

Development that would occur as a result of changes to the General Plan land use designations and intensities and that would encounter archaeological sites during construction, would likely result in an increase in unlawful collecting and vandalism.

MITIGATION:

Environmental Quality Programs (xlvii)-(xlviii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT H5.

Project impacts to archaeological sites represent a potential contribution to an increasing number of sites lost to development in Santa Clara.

MITIGATION:

Environmental Quality Programs (xlvii)-(xlviii).

RESIDUAL

IMPACT:
Less than
Significant.

I. VEGETATION AND WILDLIFE

IMPACT II.

Development under the General Plan could damage or remove potential habitat for special status species on vacant parcels in the City.

MITIGATION:

Environmental Quality Programs (xi)-(xiv).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT I2.

Development under the General Plan could damage or remove heritage trees.

MITIGATION:

Environmental Quality Program (viii).

RESIDUAL

IMPACT:
Less than
Significant.

MPACT I3.

Development under the General Plan could contribute incrementally to the removal of burrowing owl habitat and the associated decline in the population of the species throughout Santa Clara County.

MITIGATION:

Environmental Quality Program (xi).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT I4.

Development under the General Plan would contribute incrementally to the loss of riparian vegetation and special status species habitat.

MITIGATION:

Environmental Quality Program (xi).

RESIDUAL

IMPACT:
Less than
Significant.

J. WATER SUPPLY AND WATER QUALITY

IMPACT J1.

Development of the northern Santa Clara area under the General Plan would increase the demand for water.

MITIGATION:

Environmental Quality Policies 9-11.
Environmental Quality Programs (xv)-(xvi).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT J2.

Development of the northern Santa Clara area under the General Plan would require expansion of the existing water distribution system.

MITIGATION:

Environmental Quality Programs (xviii)-(xx).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT J3.

Siltation during construction of projects allowed under the General Plan would result in water quality degradation.

MITIGATION:

Environmental Quality Policies 16-18.

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT J4.

Surface runoff from projects allowed under the General Plan would result in water quality degradation.

MITIGATION:

Environmental Quality Policies 16-18.
Environmental Quality Program (xxi).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT J5.

Leakage and/or spills of hazardous materials from development allowed under the General Plan would result in degradation of surface water and shallow groundwater.

MITIGATION:

Environmental Quality Policies 4, 5 and 18.
Environmental Quality Program (xxi).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT J6.

Increased development due to development under the General Plan would increase the potential for contamination of the deep groundwater aquifer.

MITIGATION:

Environmental Quality Program (xxii).

RESIDUAL

IMPACT:
Less than
Significant.

K. GEOLOGY, SOILS AND SEISMICITY**IMPACT K1.**

Development under the General Plan would expose additional population and new structures to seismic

hazards.

MITIGATION:

Environmental Quality Policy 3.

RESIDUAL

IMPACT:
Less than

Public Facilities & Services Program (xxviii).

Significant.

IMPACT K2.

Structures and roadways developed consistent with the General Plan could be damaged by settling due to earthquake-caused liquefaction.

MITIGATION:

Environmental Quality Programs (ii)-(iii).

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT K3.

Structures and roadways developed consistent with the General Plan would be subject to soils with high shrink-swell properties.

MITIGATION:

Environmental Quality Program (ii).

RESIDUAL

IMPACT:
Less than
Significant.

L. FLOODING HAZARDS**IMPACT L1.**

Although no vacant parcels identified in the General Plan are within flood hazard zones, infill and redevelopment consistent with the Plan would subject persons and property to potential flooding.

MITIGATION:

Environmental Quality Policies 13-14.

RESIDUAL

IMPACT:
Potentially
Significant,
Unavoidable.

IMPACT L2.

Development under the General Plan would increase surface runoff.

MITIGATION:

Environmental Quality Policy 17.

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT L3.

Development under the General Plan would require construction or improvement of drainage facilities.

MITIGATION:

Public Facilities & Services Program (xv).

RESIDUAL

IMPACT:
Less than
Significant.

M. ENERGY AND NATURAL RESOURCES**IMPACT M1.**

Construction consistent with the General Plan would result in a marginal increase in energy consumption.

MITIGATION:

None Required.

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT M2.

Development consistent with the General Plan would result in a marginal increase in operational energy consumption.

MITIGATION:

Public Facilities & Services Policy 6.

RESIDUAL

IMPACT:
Less than

Public Facilities & Services
Programs (ix)-(x).

Significant.

IMPACT M3.

Development consistent with the General Plan would add incrementally to cumulative energy demand.

MITIGATION:

None Required.

RESIDUAL

IMPACT:

Less than
Significant.

N. AIR SAFETY

IMPACT N1.

A potential increase in the safety zones at San Jose International Airport, or development in these zones under the General Plan, could result in incompatible uses within these zones and could conflict with the airport safety policy in the General Plan.

MITIGATION:

Public Facilities & Services
Policy 13.

RESIDUAL

IMPACT:

Less than
Significant.

SOURCE: City of Santa Clara; Environmental Science Associates, Inc.

1.4.2 SUMMARY OF MITIGATED ENVIRONMENTAL IMPACTS

These items are based on the Mitigated Negative Declaration as part of the approval of General Plan Amendment #50 for the Update of Land Use and Housing Elements (July 23, 2002).

A. CULTURAL RESOURCES**IMPACT A1:**

Implementation of the General Plan may cause a substantial adverse change in the significance of an archaeological resource.

MITIGATION:

Environmental Quality Program (xlviii)

RESIDUAL

IMPACT:
Less than
Significant.

B. GEOLOGY AND SOILS**IMPACT B1.**

Implementation of the General Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.

MITIGATION:

Environmental Quality Policy
3. Public Facilities &
Services Program (xxviii)

RESIDUAL

IMPACT:
Less than
Significant

IMPACT B2.

Implementation of the General Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

MITIGATION:

Environmental Quality Policy
3. Public Facilities &
Services Program (xxviii)

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT B3.

Implementation of the General Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related failure, including liquefaction.

MITIGATION:

Environmental Quality
Programs (ii)-(iii)

RESIDUAL

IMPACT:
Less than
significant

IMPACT B4.

Implementation of the General Plan may expose people or structures to potential substantial adverse effects if they are located on expansive soil, creating substantial risks to life or property.

MITIGATION:

Environmental Quality
Program (ii)

RESIDUAL

IMPACT:
Less than
significant

C. HAZARDS AND HAZARDOUS MATERIALS**IMPACT C1.**

Implementation of the General Plan may expose people or structures to potential substantial adverse effects if a project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65062.5 and, as a result, would create a significant hazard to the public or the environment.

MITIGATION:

Environmental Quality Policy
4

RESIDUAL

IMPACT:
Less than
significant

D. HYDROLOGY AND WATER QUALITY**IMPACT D1.**

Implementation of the General Plan may expose people or structures to potential substantial adverse effects if a project violates any water quality standards or waste discharge requirements.

MITIGATION:

Environmental Quality
Policies 10 and 17 and
Program (xvii)

RESIDUAL

IMPACT:
Less than
Significant.

E. NOISE

IMPACT E1.

Implementation of the General Plan may expose people or structures to potential substantial adverse effects if a project would result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

MITIGATION:

Environmental Quality Policies 22, 24, and 26 and Program (xxviii)

RESIDUAL

IMPACT:
Less than
Significant.

IMPACT E2.

Implementation of the General Plan may expose people to potential substantial adverse effects if a project is located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, and the project would expose people residing or working in the project area to excessive noise levels.

MITIGATION:

Environmental Quality Policies 23 and 25 and Programs (xxxii), (xxxv), (xxxvi) and (xxxvii)

RESIDUAL

IMPACT:
Less than
Significant

F. UTILITIES AND SERVICE

IMPACT F1.

Implementation of the General Plan may expose people or structures to potential substantial adverse effects if a project is not served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

MITIGATION:

Public Facilities & Services Policy 7 and Programs (xi), (xii) and (xiii)

RESIDUAL

IMPACT:
Less than
Significant

* * * * *

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2.0 LAND USE ELEMENT

The Goals of the Land Use Element are to:

Promote the best use of land through protection of desirable existing uses, orderly development and consideration of the City's future needs while recognizing property owner rights. Emphasize the improvement of the social, economic and physical quality of Santa Clara. Continue to encourage the development of a sound and diverse economic base to support necessary public services. Encourage a stable employment demand corresponding to the City's labor characteristics. Work towards a sustainable combination of population and production. Cooperate with surrounding jurisdictions in seeking solutions to regional problems.

2.1 INTRODUCTION

Santa Clara's land use pattern is well established. Change, however, is an essential part of the life of the City, due to its prime geographic location. Development and redevelopment of underutilized properties, other than those general planned and developed for single family residential, is expected to continue through the year 2010.

The Land Use Element contains policies and programs to guide the anticipated changes in the community, accompanied by a map indicating the planned location, amount and intensity of residential, commercial, industrial, mixed use, public and open space lands. A reduced Land Use and Circulation Diagram is provided in the inside back cover of this General Plan. The map is representational and is provided solely for the convenience of the reader. The official Land Use and Circulation Diagram is drawn at 1"=600' and is available for review at the Permit Center in the West Wing of City Hall, 1500 Warburton Avenue.

Since statutory requirements that are addressed in the this element overlap and intertwine with other elements such as Housing, Transportation, Environmental Quality, Public Facilities and Services, the reader/user is advised to look at the General Plan as an integrated whole. Unless otherwise noted, references to current data reflect data for the year 2000.

2.2 EXISTING LAND USE

Santa Clara is separated into three east-west belts by the Bayshore Freeway and the Union Pacific/CalTrain rail line. Northerly of the Bayshore Freeway (State Highway 101) is a developing mixture of industrial, office, visitor-oriented commercial and existing and developing residential land uses. Between the freeway and railroad is an area of almost entirely industrial uses, many of which are in the electronics sector. Southerly of the railroad are the older and more stable areas of the City, including primarily single family homes along with a significant number of clustered higher density residential units. The two major commercial strips, El Camino Real and Stevens Creek Blvd., traverse the City in this area, and smaller neighborhood centers are distributed throughout most of the residential neighborhoods. In this portion of the City is the historic "Old Quad,"

including the City's Mission Branch Library, Senior Center, Civic Center and Santa Clara University.

Approximately twelve percent of the City is owned and occupied by various public or quasi-public agencies. More than half of the public land is City-owned, including parks and recreational facilities, fire stations, the Great America Theme Park, the Convention Center, the Civic Center and the City Cemetery. The State of California owns a seventeen acre site on Winchester Boulevard near Stevens Creek Boulevard.

2.3 DEVELOPMENT POTENTIAL

The City of Santa Clara contains an area of approximately 12,350 total acres or 19.3 square miles.

Although the City is essentially built out, significant potential remains for development, redevelopment and expansion. For example, some industrial plants in the City have reserved land for future expansion at their current sites. Parking structures are becoming more common as buildings replace surface parking. Office towers encouraged by General Plan policy to be concentrated near mass transit nodes.

Although employment densities south of the Bayshore Freeway (101) have been increasing over time (currently in the range of 30 to 40 employees per acre), the highest increase in densities is being experienced north of the Bayshore where densities range up to 140 employees per acre.

This potential increase in the density of development in the City, especially in the jobs-producing sectors, is reflected in the number of anticipated new jobs to be created in the community by the year 2010: 15,910 more jobs than the ABAG estimated 2000 employment level of 135,370. This is an average increase of approximately 1,600 new jobs each year based on ABAG estimates.

FIGURE 2-A:

PLANNED LAND USE ACREAGE

MIXED USE*	MIXED USE	362	2.9 %
	TRANSIT ORIENTED MIXED USE	109	0.9 %
	GATEWAY THOROUGHFARE	33	0.3 %
		504	4.1 %
RESIDENTIAL	SINGLE FAMILY DETACHED	3,488	28.0 %
	SINGLE FAMILY ATTACHED	193	1.4 %
	MODERATE DENSITY	855	6.9 %
	MEDIUM DENSITY	151	1.2 %
	HIGH DENSITY	1	0.0 %
		4,688	38.0 %
COMMERCIAL	CONVENIENCE	43	.3 %
	THOROUGHFARE	116	.9 %
	COMMUNITY AND REGIONAL	61	.5 %
	OFFICE	45	.4 %
	TOURIST	414	3.4 %
		679	5.5 %
INDUSTRIAL	OFFICE / R & D	589	4.8 %
	INDUSTRIAL TRANSITION	18	.1 %
	LIGHT	1,708	13.8 %
	HEAVY	583	4.7 %
		2,898	23.4 %
PUBLIC FACILITIES	INSTITUTIONAL	224	1.8 %
	EDUCATIONAL	533	4.3 %
	PARKS & RECREATIONAL	411	3.3 %
	OPEN SPACE	240	1.9 %
	**RIGHT-OF-WAYS	2,173	17.6 %
		3,581	29.0 %
TOTAL ACRES		12,350	100.0 %

*Four and six tenths (4.6) acres of Mixed Use, Gateway Thoroughfare and Transit Oriented acreage are devoted to convenience commercial.

**Streets, Expressways, Highways and Railroads, etc

Source: City of Santa Clara Planning Division

FIGURE 2-B:

2000 ACTUAL LAND USE ACREAGE

MIXED USE	MIXED USE	12	0.1 %
	TRANSIT ORIENTED MIXED USE	0	0.0 %
	GATEWAY THOROUGHFARE	12	0.1 %
		24	0.2 %
RESIDENTIAL	SINGLE FAMILY DETACHED	3,479	28.2 %
	SINGLE FAMILY ATTACHED	188	1.5 %
	MODERATE DENSITY	843	6.8 %
	MEDIUM DENSITY	110	0.9 %
	HIGH DENSITY	0	0.0 %
		4,620	37.4 %
COMMERCIAL	CONVENIENCE	30	0.2 %
	THOROUGHFARE	223	1.8 %
	COMMUNITY AND REGIONAL	148	1.2 %
	OFFICE	100	0.8 %
	TOURIST	259	2.2 %
		760	6.2 %
INDUSTRIAL	OFFICE / R & D	1,234	10.0 %
	INDUSTRIAL TRANSITION	18	0.1 %
	LIGHT	740	6.0 %
	HEAVY	678	5.5 %
		2,670	26.6 %
PUBLIC FACILITIES	INSTITUTIONAL	247	2.0 %
	EDUCATIONAL	543	4.4 %
	PARKS & RECREATIONAL	576	4.7 %
	OPEN SPACE	239	1.9 %
	*RIGHT-OF-WAYS	2,173	17.6 %
		3,778	30.6 %
VACANT			
	<u>VACANT</u>	<u>498**</u>	<u>4.0 %</u>
		498	4.0 %
TOTAL ACRES		12,350	100.0 %

*Streets, Expressways, Highways and Railroads, etc

**Most of the vacant land has been approved for specific development

Source: City of Santa Clara Planning Division

FIGURE 2-C:

EMPLOYMENT FORECAST BY SECTOR IN SANTA CLARA

TOTAL EMPLOYMENT	2000	2005	2010	CHANGE 2000-2010	
				Number	Percent
Agriculture	290	300	300	10	3.44
Manufacturing and Wholesale Jobs	64,630	66,600	67,320	2,690	4.16
Retail Jobs	15,040	15,840	16,390	1,350	8.97
Service Jobs	41,630	47,040	50,810	9,180	22.00
Other Jobs	13,780	15,800	16,460	2,680	19.44
Total Jobs	135,370	145,580	151,280	15,910	11.75

Source: Association of Bay Area Governments – Projections 2000

FIGURE 2-D:

HISTORIC POPULATION

YEAR	POPULATION
1930	7,000
1945	8,000
1960	60,000
1975	84,000
1990	90,000
2000	102,361

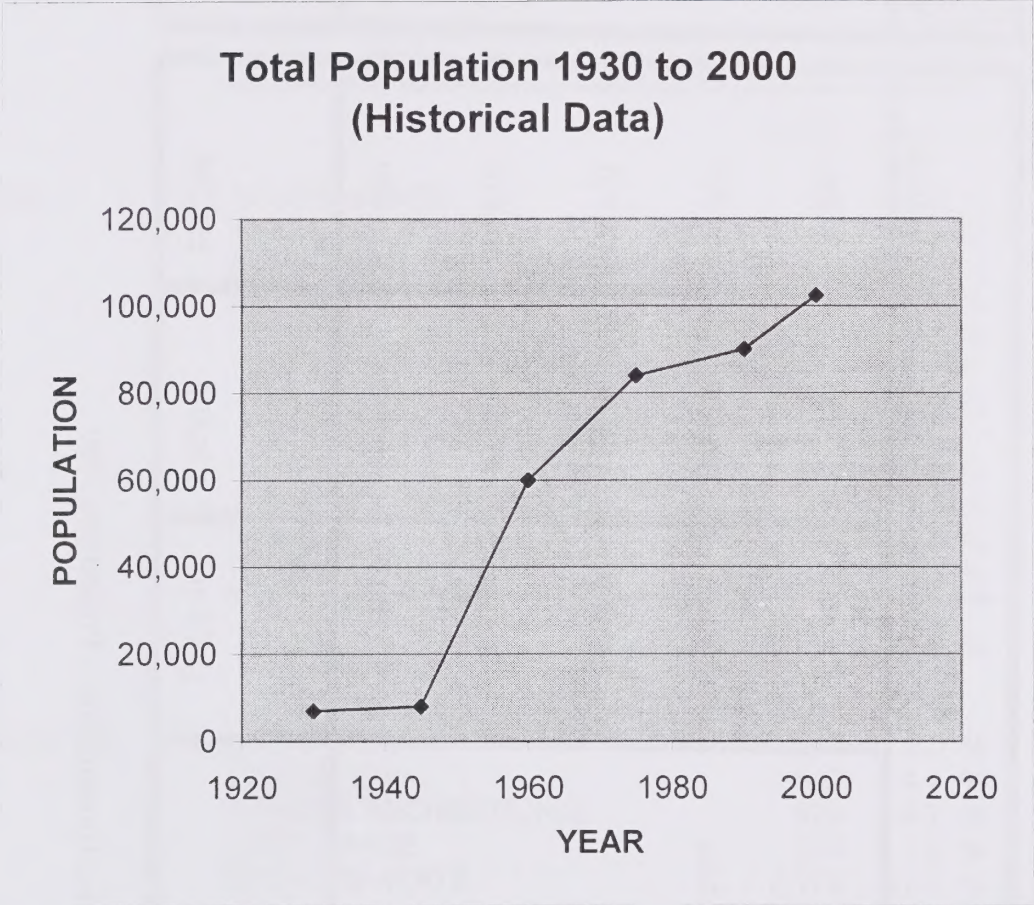
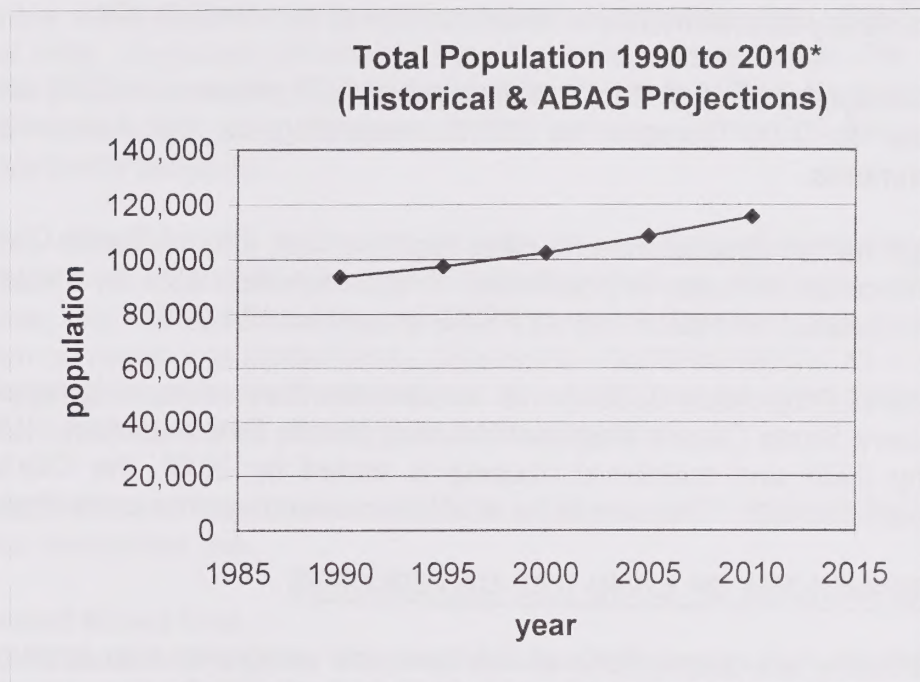


FIGURE 2-E:

HISTORIC AND PROJECTED POPULATION

Year	Population
1990	93,672
1995	97,500
2000	102,361
2005	108,600
2010	115,700



Source: ABAG Projections 2002, Census 2000

The ABAG Projections 2000 do not assume the level of housing construction necessary to achieve Santa Clara's Regional Housing needs Determination. If that number is built by 2006 and additional housing is added by 2010, the City's population could approach 135,000.

The projected 12 percent increase in jobs between 2000 and the year 2010, in almost all sectors of employment, will create an increasing need for more housing units for all income levels of the population. As most areas of the City planned for residential development are already developed (or have development plans approved), the siting of any new housing units will have to be done carefully to ensure compatibility with existing development. The Housing Element and the Land Use and Circulation Diagram identify potential sites for mixed-use development including higher density housing development, which will be a primary source of new housing sites within the City.

Approximately 45% of the 38,151 housing units in year 1990 were single family detached and occupied 28.3% of the City's total land area. The multi-family designated housing units occupy 8.1 percent of the City's total land area. Mixed use designated sites currently accommodate a small number of residential units.

The average household size is estimated at 2.73 persons in 2000 and is anticipated to increase to 2.90 persons by 2010, according to the Association of Bay Area Governments.

Through the creation of new housing opportunities, City of Santa Clara is anticipated to experience an increase in population of approximately 18% by the year 2010, from the 2000 population of 102,361 to an ABAG-projected 124,900.

The ABAG Projections 2000 do not assume the level of housing construction necessary to achieve Santa Clara's Regional Housing Needs Determination. If those numbers are built by 2006 and additional housing is added by 2010, the City's population could approach 135,000. This would be a 30% increase over the current population.

2.4 DEFINITIONS OF LAND USE CATEGORIES

Listed below are descriptions of the land use categories that appear on the Land Use and Circulation Diagram, along with their definitions. By law, standards of population density and building intensity are included in the General Plan so that the need for transportation and other public facilities can be determined. For residential uses, the densities shown are maximums. There is no guarantee that any individual project will be able to achieve maximum densities. For the commercial and industrial categories, the specific uses mentioned are illustrative only. In addition, some potential exists for conflict between maximum densities measured in dwelling units per net acre and maximum densities in persons per acre. Where such conflicts occurs, the density measured in dwelling units per acre shall govern. For the mixed use categories, the mix of uses appropriate for each such designated site will be determined through specific Planned Development zoning for the site. In existing commercially zoned districts identified for mixed use development, a mixed use overlay zone being considered by the City could accelerate the rate of development of housing on existing commercial-only sites.

2.4.1 Mixed-Use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationship and a coherent physical

design. A "single site" may include contiguous properties.

(a) Mixed-Use

Nineteen to 25 dwelling units per gross acre (du/acre) and approximately 55 persons per gross acre (persons/acre). This designation is intended to encourage residential development in conjunction with commercial development or redevelopment. Higher densities may be appropriate for locations that are well separated from single family neighborhoods and in close proximity (up to one-half mile) of transit nodes.

For sites with approximately a one-acre or larger lot, this designation is intended to encourage high quality mixed use development which includes residential uses, accessible separately from adjacent commercial or office uses. Incentives for residential units, especially affordable housing units, are available. For sites where adjacent properties are designated single family on this Plan, total building height should not exceed three stories including parking, within fifty feet of an adjacent single family property.

For mixed use developments in the Old Quad, the mixture of uses shall be accommodated in a manner consistent with the historic character of the immediate area, and the scale of adjacent development. Any such development on a site which contains or is immediately adjacent to identified historic structures should be designed to preserve those historic structures and be compatible with the predominant historic period and style of those structures.

On-site recreational open space either at grade or above street level will typically be required for residential use.

(b) Transit-Oriented Mixed Use

Twenty-six to 45 du/acre and up to 99 persons/acre. This designation is intended to encourage higher density residential development both in close proximity to multiple transit lines and in conjunction with commercial development or redevelopment.

For sites with approximately a one-acre or larger lot, this designation is intended to encourage high quality mixed use development which includes residential uses, accessible separately from adjacent commercial or office uses. For sites where adjacent properties are designated single family on this Plan, total building height should not exceed three stories including parking, within fifty feet of an adjacent single family property.

Application of this designation would be based on transit services and surrounding land uses.

(c) Gateway Thoroughfare

Nineteen to 25 du/acre and 55 persons/acre. Primarily a commercial designation or "District", this designation is designed to be neighborhood and pedestrian friendly, to protect existing suitable housing stock and to provide additional housing opportunities in conjunction with high quality commercial uses. This

District is designed to provide a unique sense of a place as a gateway to the City of Santa Clara and to the historic Old Quad area. Specific design guidelines have been adopted for this District.

The District is primarily limited to properties with frontage on the El Camino Real east of Scott Boulevard and north of the City Limit line on The Alameda. Any development on a site which contains or is immediately adjacent to identified historic structures should be designed to preserve those historic structures and be compatible with the predominant historic period and style of those structures.

Developments on parcels east of The Alameda and north of Benton Street which substantially exceed the one acre minimum lot size shall be allowed to exceed height and density standards enforced in other parts of the District, due to proximity to the Caltrain Station.

2.4.2 Residential

Land designated in the General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved.

(a) Single Family Detached

Up to 8 du/acre and 30 persons/acre. This designation includes Santa Clara's existing tract developments of one and two story single-family homes. The maximum density permitted is actually higher than the nature of actual development that has occurred throughout most of the City's single family neighborhoods. Since 1969, consistent standards have been maintained within the Zoning Ordinance to guide single family detached development. Expansions or infill developments are reviewed on a project-by-project basis to ensure consistency with the neighborhood, as well as minimum Ordinance requirements with regard to such items as off-street parking and front yard landscaping.

Accessory units are allowed in certain instances, subject to Use Permit review and compliance with design performance standards.

(b) Single Family Attached

Nine to 18 du/acre and 45 persons/acre. This designation is for single family homes in a high quality multi-unit configuration. Detached homes are encouraged, although it is recognized that attaching units helps provide more usable private open space in addition to the required common open space. Building heights should not exceed two stories, including below-building parking areas, and total building coverage should not exceed 35 percent, with a minimum of 40 percent of the lot area landscaped.

Within the following three categories, development at the minimum density or greater is encouraged.

(c) Moderate Density

Nineteen to 25 du/acre and 55 persons/acre. This designation is for two story garden apartment style multi-unit housing, with each unit having its own private usable open space either at grade or above street level. Living areas should not

exceed two stories in height, but may be located above depressed parking areas. Total building coverage should not exceed 35 percent, with a minimum of 40 percent of the lot area landscaped. The landscaping requirement includes common open space with on-site recreational facilities where appropriate.

(d) Medium Density

Twenty-six to 36 du/acre and 80 persons/acre. For sites with a one-acre or larger lot, this designation permits a maximum density of 36 units per acre. Two and three stories over parking will be typical. Maximum building coverage is 45 percent, with a minimum of 40 percent of the lot landscaped. The landscaping requirement includes common open space, in addition to on-site recreational facilities where appropriate.

(e) High Density

Thirty-seven to no maximum density. This designation is intended for high rise residential development on sites well separated from single family neighborhoods.

2.4.3 Commercial

A land use classification that permits facilities for buying and selling of commodities and services.

(a) Convenience

A limited commercial area, designed to serve the immediate residential neighborhood or employment area. Within residential neighborhoods, such areas include a grocery store and other uses not creating a nuisance due to noise, traffic or late-night operation. Convenience commercial activities can also be found within larger shopping districts or mixed use developments. Wherever possible, but especially in employment areas, convenience commercial uses should be located in multi-tenant shopping centers with a minimum of 5,000 square feet of retail commercial space on-site so as to provide a central destination for auto and pedestrian trips. Open parking areas are accompanied by significant landscaping separating the parking from public street and sidewalk areas and adjacent uses. Building height is limited to 35 feet with no maximum building coverage requirement; subject to required parking, landscaping, and setbacks.

(b) Convenience (S)

(S) denotes convenience commercial service station locations. Service stations can provide a full range of services, including attendant assistance with gasoline service, and minor auto repairs within an enclosed building in convenient locations throughout the City. For sites designated with an (S), existing gasoline service shall remain, but may be supplemented with other retail uses on-site such as a grocery store. For (S) designated sites which do not have a functioning service station, new uses are required to be accompanied by a service station, unless an alternative service station site is provided within a distance of one mile. Service stations and accompanying uses on-site are designed so as to ensure customer convenience and safety, while minimizing adverse impacts on surrounding uses such as residential dwellings. Outdoor

service areas are accompanied by significant landscaping. Building height is limited to 35 feet with no maximum building coverage requirement; subject to required parking, landscaping, and setbacks.

(c) Thoroughfare Commercial

A commercial strip of auto-oriented uses, including intervening convenience commercial uses at street level in designated mixed use developments. This designation is primarily intended to provide high visibility and accessibility for retail uses, including automobile and recreational vehicle sales and at the same time minimize adverse impacts on nearby residential uses. Hotels, motels and restaurants are encouraged within this commercial designation, where such uses can be accommodated without creating adverse parking impacts on nearby retail uses. Lot combinations are encouraged in order to accomplish maximum exposure on the public street for retail storefronts at a consistent setback. Setback areas and parking lots are to be substantially landscaped. Building height is limited to 35 feet with no maximum building coverage requirement; subject to required parking, landscaping, and setbacks.

(d) Community and Regional Shopping

This designation includes master planned larger shopping centers offering a variety and depth of goods and services not available in convenience or thoroughfare commercial shopping areas. Parking should be designed to encourage easy pedestrian movement between stores with minimum automobile interference. Auto oriented uses such as drive-through restaurants or auto repair uses are generally not allowed. Substantial landscape setbacks from public streets and canopy tree cover in parking areas are to be provided. Building height is limited to 50 feet with no maximum building coverage requirement; subject to required parking, landscaping, and setbacks.

(e) Tourist

Centered on the Great America Amusement Park and the City's Convention Center, these areas are generally located north of the Bayshore Freeway (State Highway 101) near the Tasman Light Rail Line. Quality hotel, recreation and other tourist-oriented uses such as theatres, museums and specialty retail are encouraged within this designation. Through the zoning and architectural review processes, all building designs, parking areas, proposals for accessory structures, and proposals for mixed uses will be reviewed.

Ground floor retail along the Light Rail line and at Transit Stations is encouraged. Outdoor seating at restaurants and other public oriented uses such as areas for street performers will be reviewed to ensure a pedestrian orientation and visibility from public rights-of-way. Uses oriented to surrounding employment areas such as carry-out restaurants will be carefully monitored to ensure that they are a minor part of and not a distraction from tourist oriented uses. Drive-through or other similar uses are generally not encouraged.

Typically, landscaping and public seating is to be incorporated into public plaza areas in each development. Landscaping along public right-of-way areas should be in scale with the size and bulk of the building(s) and be designed to minimize

possible wind impacts from taller structures. Tall structures should be located or designed so as to not cast shadows over the public right-of-way for most of the day. Building height is limited to 150 feet. Building coverage shall not exceed 25 percent of the area of the lot.

(f) Office

It is the intent of this General Plan to accommodate general businesses, medical and professional offices outside of industrial areas. This designation is intended to accomplish that purpose. Office buildings should be in scale with the height and bulk of adjacent development, and should have substantial landscaped setbacks along public streets and parking lot areas. Visible parking structures will not generally be allowed and outdoor employee recreation areas should be screened from public view and designed so as to not impact adjacent residential units. Building height is limited to 35 feet. Building coverage shall not exceed 35 percent of the area of the lot.

2.4.4 Industrial

A land use classification that permits the manufacture, production, and processing of consumer goods. Industrial is often divided into "office" uses, such as the combination of a variety of businesses, from office to research and development to light industry to warehousing, located in structures built with open floor plans, so as to leave most interior improvements to the tenants to design to their needs; "light industrial" uses, such as research and development and less intensive warehousing and manufacturing, and "heavy industrial" uses, such as construction yards, quarrying and factories.

Throughout the industrial areas, grouping of employee oriented retail and service uses, such as restaurants and copy centers, is encouraged.

(a) Office/ Research and Development

This designation, north of the Bayshore Freeway, is intended to accommodate the highest employment densities in the City, due to close proximity to the Tasman Light Rail Line and Capitol Corridor/ACE train station. A full range of office uses is encouraged, with the primary intent of providing support services to the Silicon Valley. Prototype research and development uses are allowed along with limited manufacturing uses. Limited manufacturing uses are typically 50 percent or less of the building area, and involve limited storage, handling and use of hazardous chemicals as allowed by the City's Hazardous Materials Division of the Fire Department.

Employee recreation areas, as well as public courtyards and plazas are encouraged. Child care facilities can be conditionally approved where adequate separation from manufacturing uses is provided and secured outdoor recreational facilities can be provided. Parking areas should be designed so as to not be obtrusive, but still be easily accessible from the public street.

Buildings should be designed or located so as to avoid creating shadow, wind, or other identified adverse impacts on public rights-of-way or public plaza areas. Landscaping in scale with the size of the buildings will be required. Building height is limited to 70 feet unless special designs or mixed uses are proposed

and a rezoning to Planned Development is obtained. Building coverage shall not exceed 50 percent of the lot unless the property is rezoned to Planned Development.

(b) Industrial Transition

This designation is intended to ensure that manufacturing or research and development uses do not adversely impact adjacent residential uses. It is not anticipated that outdoor storage of chemicals will be permitted, for example. Parking, delivery and trash enclosure areas should be separated and screened from nearby residential or retail uses. Substantial landscaping should surround industrial buildings and parking areas with this designation. Building height is limited to 35 feet. Building coverage shall not exceed 50 percent of the area of the lot.

(c) Light Industrial

This designation is applied to the great majority of the City's industrial acreage. These low density light industrial areas typically are used for electronics manufacturing, research and development, and administrative facilities. The intent of this designation is to produce a campus-like environment of one- to two-story buildings on large lots. Accessory buildings and storage uses can be approved where screened from view. Office use, in support of on-site or nearby manufacturing activities, will be permitted where adequate employee parking and recreation space is provided. Parking structures can be approved. Retail uses can be conditionally approved. Substantial landscape setbacks along street frontages and canopy type tree coverage in parking areas will be sought to maintain a quality environment. Building height is limited to an average of two stories, although maximum allowed building height is 70 feet. Building coverage shall not exceed 50 percent of the area of the lot.

(d) Heavy Industrial

This designation is intended to protect a minimum amount of land in the City for those uses that only are appropriate in a heavy industrial zoning district. Such uses might include auto wrecking, concrete batching plants, large warehouses, and hazardous chemical treatment or transfer points if potential adverse impacts are mitigated as part of conditional approval. Auto repair is an encouraged use within this designation, provided such uses are grouped, the auto repair is separated from the more hazardous activities allowed in industrial areas, and adequate parking is provided. Outdoor activities, such as storage yards, will be permitted when screened from view of the public right-of-way and where adverse impacts such as noise will not impact residential neighborhoods. Habitable buildings with more than one floor and uses which generate potentially high employee densities, such as offices, are discouraged. Data storage telecommunication facilities have been allowed to exceed this height limit. Frontage landscaping and off-street customer parking are required. Building height is limited to 70 feet with no maximum building coverage requirement; subject to required parking, landscaping, and setbacks.

2.4.5 Public Facilities

Institutional, academic, governmental and community service uses that are publicly or

privately owned and operated.

(a) Institutional

This designation includes activities such as (1) hospitals, and museums; and (2) other activities of a welfare or philanthropic nature that can not be considered a residential, commercial, or industrial activity. Churches and other religious sites that are not significant enough to be identified on the Land Use and Circulation Diagram are embedded in the residential land uses. The major institutional facility in Santa Clara is the City's Civic Center, including City Hall, the Triton Museum and the Headen-Inman and Jamison Brown houses. Other designated sites are the Our Lady of Peace Statue site and church, the City's Corporation Yard, the Carmelite Monastery, the Central Library, the Catholic Cemetery, the Santa Clara Cemetery, and Kaiser Hospital. Within this General Plan timeframe, Kaiser will have built a replacement Medical Center at Pruneridge and Lawrence Expressway.

(b) Educational

This designation includes public and private schools, teaching subjects required by the education code of the State of California, and colleges. The Santa Clara Unified School District is the major public land owner of educational facilities, with over 400 acres of school sites which also serve as public recreational resources. Other educational facility property owners are the West Valley College District (Mission Campus), the Cupertino Unified School District and Santa Clara University, which occupies approximately 86 acres. Surplus school facilities and properties are often leased to public or private organizations to provide an additional source of funding for a variety of programs to ensure local children the best educational opportunities. Building height and coverage shall not exceed that allowed in the most restrictive adjacent land use.

(c) Fire, Police and Electric Stations and Substations

This designation is intended to include facilities owned and operated by the City that provide safety, emergency, and utility services. On the Land Use and Circulation diagram, each of the City's fire stations is designated with a star. Electric substations are located throughout the City and not in any particular land use category. The network of substations and distribution lines supply local power needs. The City's police station is located at El Camino Real and Benton Street. The fire stations are located to provide a rapid response to emergencies anywhere in Santa Clara. Building height and coverage shall not exceed that allowed in the most restrictive adjacent land use.

(d) Parks and Recreation

This designation applies to open space lands whose primary purpose is recreation. City parks and recreational facilities are shown on the Land Use and Circulation diagram, as well as on a separate diagram in the Public Facilities and Services Element of this Plan. Building height and coverage shall not exceed that allowed in the most restrictive adjacent land use.

(e) Open Space

Open space is any parcel or area of land or water that is essentially unimproved

and devoted to open space use. This designation identifies areas that are inappropriate for construction of buildings and differentiates them from parks and recreation designated sites on which structures for recreational purposes may be approved. The City's Ulistac Natural Preserve is a forty acre site for native plants and animals. It includes some wetlands and archeological resources. This designation includes the banks and creek channels of the Guadalupe River, the San Tomas Aquino Creek and Saratoga Creek, as well as the Hetch-Hetchy right-of-way east of Lafayette. Open Space also includes the City's West Retention Basin along Great America Parkway near Old Mountain View - Alviso Road and the City's Retention Basin easterly of the intersection of Yerba Buena Street and Lafayette Street. Lands within this designation which are not identified wetlands or water channels could be improved with recreational trails and other open space amenities. Building height and coverage shall not exceed that allowed in the most restrictive adjacent land use.

(f) Historically Significant Resource (H)

Historically Significant Resource refers to prehistoric and historic features, structures, sites or properties that represent important aspects of the City's heritage. Any change to a Historically Significant Resource, or its use, that is determined by the Planning Director to be significant, may require one or more of the following: a General Plan Amendment; a discretionary land use approval; and/or review by the Historical and Landmarks Commission.

Properties identified on the Land Use map as Historically Significant Resources (H) are:

1. Berryessa Adobe at 373 Jefferson Street
2. Harris Lass Property at 1889 Market Street
3. Headen-Inman House at 1505 Warburton Avenue
4. Jamison-Brown House at 1505 Warburton Avenue
5. Women's Club Adobe at 3260 The Alameda
6. Santa Clara Railroad Depot at 500 Railroad Avenue.

2.4.6 Transportation

The conveyance of persons or goods from one place to another.

(a) Transit/ Station/ Airport

This designation includes transportation facilities located at San Jose International Airport, the CalTrain rail line between the Santa Clara/ Airport Station near Benton and El Camino and the CalTrain station at Lawrence Expressway near Monroe. Three existing Light Rail stations along the Tasman Light Rail line from the Sunnyvale City Limits to the San Jose City limits are also included in this designation.

Transit Transfer Points are locations which benefit from a rail station and/or five or more bus lines' stops in close proximity. Transit Oriented Development is encouraged within 2,000 feet of Transit Transfer Points or CalTrain or Light Rail stations.

The designations for public street rights-of-way (Freeway, Expressway, Thoroughfare, Thoroughfare With Landscaped Median, and Collector) are explained in the Transportation Element of this Plan.

2.4.7 Other

These designations represent special instances where a combined designation has been adopted.

Medium Density Residential &/or Parks and Recreation and/or Institutional

This designation includes residential uses, possibly alongside parks and recreation areas and/or institutional facilities such as a community theatre. Residential density is 26 to 36 du/acre and 80 persons/acre. For sites with a one-acre or larger lot, this designation permits a maximum density of 36 units per acre. The building height limit is typically 120 feet.

2.5 LAND USE AND CIRCULATION DIAGRAM

Accompanying this text as an integral part of the General Plan is the official Land Use and Circulation Diagram. The diagram covers the 19.3-square-mile area of the City as well as adjacent incorporated and unincorporated areas that influence the planning of the City (for example, San Jose International Airport). The Land Use and Circulation Diagram, which is a requirement of State law, designates the type of land use (for example, residential, commercial, and industrial) for each property covered by the General Plan. It also shows the location of existing and proposed parks, public schools and colleges, existing and proposed roadways and the status assigned to them (for example, expressways and thoroughfares). Thus the Land Use and Circulation diagram is a graphic depiction of the goals, policies, and implementation programs in the text of the General Plan. Together, the text and Land Use and Circulation Diagram establish and illustrate the City's intentions for achieving and managing a desired pattern of land use throughout the City between 2001 and 2010. The land use goals, policies and programs are set forth in the Goals, Implementation, Policies and Programs Sections of this Plan.

2.6 REDEVELOPMENT PROJECTS

The City has two redevelopment projects that were created to eliminate blight and promote private development of economically sound projects. The University Project is a small eight block area initiated in 1961 to rebuild the City's original downtown. This project had a slow record of progress, and development of the last parcel did not occur until 1988.

The second project, the Bayshore North Redevelopment Area, covers about 1,200 acres in the northwest section of Santa Clara. Formed in 1973, its objective is to finance public improvements to the street system, utilities, flood and fire protection as well as visitor facilities. Construction of the Santa Clara Convention Center and retention of the Great America Theme Park were both major accomplishments of the Bayshore North Project.

Thirty percent of the property tax funds generated by the two Redevelopment Areas are set aside annually for affordable housing assistance.

The plans for these two redevelopment areas are incorporated by reference into the General Plan.

2.7 SPECIFIC PLANS

Specific Plans are a planning tool authorized by State law as a bridge between the General Plan and individual property development. A specific plan provides detailed direction for an area's land uses, standards of development, infrastructure and financing of public improvements.

Specific Plans can assist in the implementation of the General Plan and may be used by the City prior to approving development projects in special areas. Areas with a unifying characteristic, such as around a transit station or along a major thoroughfare, but under a variety of ownerships may require a specific plan to achieve the policies of the General Plan.

2.8 ARCHITECTURALLY AND HISTORICALLY SIGNIFICANT PROPERTIES

The Harris-Lass Historic Preserve, a nineteenth century farmhouse and related buildings, is a City Historical Landmark. It is open to the public and school children and is operated by the Historic Preservation Society of Santa Clara.

Historic preservation has become an integral part of Santa Clara. As demonstrated by the City's history, the community is rich in historic and cultural resources. Within the City, relics from the four major eras of California history have been found: Prehistoric (Native American), Spanish, Mexican, and American. As the Ohlone Indians did not construct permanent dwellings, the remains from this era are usually burials, artifacts, and trash deposits containing shells and bones, usually located in the close vicinity to water sources. Construction excavation revealed two sites along the Guadalupe River in Santa Clara.

The Spanish era in Santa Clara is considered to be from 1769-1822. The first three sites of Mission Santa Clara de Asis, the route of The Alameda, and the Women's Club Adobe (The Pena Adobe) were developed during this period.

The Mexican period lasted from 1822 to 1848 and related sites from this period include the fourth compound and fifth church of Mission Santa Clara and the Berryessa Adobe.

Most of the remaining historical structures date from the American era, beginning in 1849. For example, the Johnson house is a pre-fab brought "around the Horn" circa 1850 and the Santa Clara Railroad Depot was constructed as a way station for the San Francisco and San Jose Railroad in 1863-64.

Agnew Village has an area roughly 300 acres in size located 3 miles north of the Old Quad area. It includes an historic railroad depot constructed by the South Coast Pacific Railroad in 1878, on land deeded over by Abram Agnew. Adjacent to the station are

four parallel streets to the west and three perpendicular to the north which comprise the original village plot development on the old Abram Agnew seed ranch. The architecture consists of small wooden vernacular residences from the turn-of-the century, a few stucco bungalows from the 1920's, and more recently, small ranch style homes from the 1950's and '60's. Separately the buildings have minor historical significance, but taken as a whole, the site reflects perfectly the crossroads town of the late 19th century in Santa Clara County. In 1885, The California Hospital for the Chronic Insane at Agnews was established. In 1888, the first patients were admitted. In June of 1889, the Town of Agnews was officially recorded by Abram Agnews. The community contained at its height "several stores, no church and the California Hospital for the insane", according to E. Sawyer. Today only the station and a few residences remain surrounded by subsequent housing developments

The Old Quad is the area bounded by Newhall Street, Scott Boulevard, Southern Pacific Railroad and the City limit line. This area of the City has examples of most architectural styles of the late nineteenth and early twentieth centuries: Greek Revival, Gothic Revival, Italianate, Stick, Eastlake, Queen Anne, Colonial Revival, Spanish Colonial Revival, Mission Revival, Bungalow, and Craftsman. Individually, there are many fine examples of these styles, but the real significance of the area rests in the concept of the Old Quad as a neighborhood. The Old Quad is a strong visual reminder of the City, which was formally surveyed in a grid pattern in 1866; as such, it stands in contrast to the modern tract and commercial development of most of the Santa Clara Valley. Older buildings are now recognized for their historical and architectural significance as well as their contributions to the identity, diversity, and economic welfare of communities. Santa Clara's heritage is represented by the City's historic buildings and these visual links with the past enable residents to better understand and appreciate their City's unique history.

City programs, along with private preservation activities, have helped to revitalize the Old Quad and have created a stronger identity for Santa Clara.

As discussed in the Introduction of this Plan, the City of Santa Clara is rich in historic, architecturally significant structures and cultural resources that should be preserved. One of the goals of this Plan is the preservation of those recognized parts of Santa Clara, whether they be historic points of interest, residential, commercial or public structures, Heritage Trees, or even certain signs or public works of art commonly identified with the City or its businesses.

It is anticipated that these policies and programs will be amended or expanded as the City takes additional actions to preserve and protect uniquely valuable sites and artifacts in Santa Clara.

Economic viability is one benefit of preserving older buildings. Because of rising costs, rehabilitation can be cheaper than new construction and can be accomplished in a shorter time period. Tax incentives for rehabilitating historic properties can benefit owners of residential and commercial buildings. These older buildings often provide rental space at a lower cost than new structures, and in doing so, benefit small and starter businesses.

In response to direct citizen involvement, General Plan densities in the historic area of the City known as the "Old Quad" have been reduced to better preserve the existing character of the area. For purposes of this Plan, the Old Quad is defined as that area southerly of Lewis Street, easterly of Scott Boulevard, Northerly of Newhall Street and westerly of the CalTrain railroad tracks. Throughout the Old Quad, private preservation activities are underway, with improvements ranging from paint jobs to major rehabilitation efforts.

The City Council created an Historical and Landmarks Commission with responsibility for researching and reviewing significant sites, placing historical markers, and designating street names.

The City now reviews requests for demolition of identified historic structures to determine if preservation is possible instead of removal.

This Land Use element establishes Policies and Programs with regard to Historic Preservation, and hereby incorporates by reference the List of Designated Architecturally and/or Historically Significant Properties. In the future, it is anticipated that other structures in Santa Clara may be added to this list.

The List of Designated Architecturally and/or Historically Significant Properties is based on the 1981 City of Santa Clara Historic Survey, and has been updated to note those sites which have been rezoned to a Historic combining district designation. It also reflects the deletion of those structures that have been demolished, and the addition of properties that have been surveyed and found to be significant since the original 1981 survey.

Most of the properties identified as significant on the List are located in the Old Quad. It is recognized that significant changes to any one site within the Old Quad may have an impact on the historic character of this important area of Santa Clara.

On an ongoing basis, the Historical and Landmarks Commission evaluates this List for possible updates. Therefore, properties not currently included in this List but in close proximity to sites located in the Old Quad may also be subject to review by the Historical and Landmarks Commission. The review is for consistency with the historic character and neighborhood integrity of surrounding properties, prior to granting discretionary approvals for expansion, reconstruction or replacement. Specific areas of the Old Quad appropriate for referral to the Historical and Landmarks Commission are determined by the City Council.

The City maintains its status as a Certified Local Government agency (CLG) and benefits from related funding and State-supported educational classes and seminars. As a CLG, it is obligated to implement various standards for historic preservation, including having a Historical and Landmarks Commission and conducting environmental review of impacts to historic resources.

A Historic Conservation District Ordinance is currently under development. The proposed Ordinance would place an overlay zone on the "Old Quad" area of the city, provide for policies, procedures, and incentives for the maintenance and rehabilitation of

historic homes, and provide design guidelines for additions and new construction to ensure compatibility. This District would assist in ensuring preservation of block faces and areas within the historic Old Quad, while assisting owners of historic and contributing properties.

2.9 FLOOD HAZARD AREAS

Some areas of Santa Clara are potentially subject to flooding according to a Federal analysis of flood hazards. The Environmental Quality Element describes these areas and includes a "100 Year Flood Hazard Zone Diagram". The depth and hazard of flooding is limited and can be mitigated by elevating building pads. Except for the flood channels themselves, no areas in Santa Clara are unbuildable due to identified flooding potential.

2.10 SPECIFICALLY REGULATED BUSINESSES

The City's Zoning Ordinance and the City Code contain standards regarding the location and operation of specifically regulated businesses, such as adult bookstores and x-rated video or DVD arcades. These uses, which are protected to a certain extent by Federal law, are nevertheless subject to conditional approval in most areas of the City as a result of proximity of residential neighborhoods and schools. In order to avoid potential adverse impacts on surrounding properties, the City does not support the grouping of such uses in any one area or district.

2.11 NEIGHBORHOOD QUALITY STANDARDS

The City's residential neighborhoods were almost all developed with consistent standards for setback, height and design of building materials, as well as off-street parking areas. Residents of the community have asked for Policies and Programs to strongly encourage similarly consistent standards for maintenance of residential structures and landscaped yard areas visible from the public right-of-way.

Additions or redevelopment in single family neighborhoods will not be permitted if they are found to be significantly inconsistent with the nature of existing development (specifically bulk, height, and setback), Zoning Ordinance regulations, and/or adopted Design Guidelines.

2.12 DESIGN GUIDELINES

Through Architectural Review prior to issuance of Building Permits, the City ensures both a distinctive character and a high quality standard of development for structures and outdoor uses in all zoning districts in the City. The City has adopted Design Guidelines which aim to establish minimum standards for project design without discouraging quality innovation in individual project improvements. These Guidelines are reviewed for possible revision, from time to time, based on Architectural Review Committee, Planning Commission and City Council direction.

The Historical and Landmarks Commission's input regarding proposed changes to historic properties would be reflected in the Historic Conservation District Ordinance, currently under consideration.

The City will continue its street tree program throughout the City, with special recognition that the unique character of the Old Quad is heavily dependent on street trees in the parkway strips in this area. The City has developed a streetscape program for the Old Quad area. The City will continue to provide a gateway treatment of signs and landscaping at major entrances to Santa Clara.

2.13 ADVERTISING DEVICES

The City's Sign Ordinance within the Zoning Ordinance, as well as the City Code, regulate the placement and operation of on-site and off-site advertising devices. One objective of these regulations is to provide effective on-site identification of the location, name and/or type of enterprise for each public, commercial, industrial or multiple residential use without creating clutter. Sign clutter subjects the citizens of the City to excessive competition for their visual attention and reduces the effectiveness of all signs.

To protect the visibility of on-site advertising, the City prohibits new permanent off-site signs, as well as the expansion, relocation or realignment of existing billboards. As part of discretionary approvals of new uses or improvements on sites that contain billboards, the City will encourage removal of existing billboards.

The City reviews and updates its Ordinances and Guidelines, such as the Sign Ordinance and Design Guidelines so as to encourage maintenance and upgrading of advertising devices to current standards. Updates to Ordinances are intended to encourage the continued health and well being of the City's business economy, while maintaining a consistently high standard of quality for all structures visible from the public right of way.

2.14 GOALS

The Goals of the General Plan are reflected in the Land Use Element and the Land Use and Circulation Diagram. The Land Use Policies and Programs encourage implementation of those goals in the following categories: Residential, Commercial, Employment, Public, Special Hazards, Cultural Resources, Design, and Advertising.

The policies contained in the Land Use Element are intended to be compatible and consistent with policies in other elements of the General Plan: Housing, Transportation, Public Facilities and Services, and Environmental Quality. These policies in the Land Use Element are especially intended to guide interpretation of the Land Use and Circulation Diagram.

The Goals of the Land Use Element are to:

Promote the best use of land through protection of desirable existing uses, orderly development and consideration of the City's future needs while recognizing property owner rights. Emphasize the improvement of the social, economic and physical quality of Santa Clara. Continue to encourage the development of a sound and diverse economic base to support necessary public services. Encourage a stable employment demand corresponding to the City's labor characteristics. Work towards a sustainable combination of population and production. Cooperate with surrounding jurisdictions in seeking solutions to regional problems.

2.15 IMPLEMENTATION, POLICIES AND PROGRAMS

2.15.1 IMPLEMENTATION

For those programs which require initiating action following the adoption of this General Plan, the anticipated time period for implementation has been provided, followed by the lead department or other City Group responsible for implementation. Ongoing programs have been so identified, along with the responsible lead department or City group. Implementation will be monitored annually by the Planning Commission for compliance with Federal and State Law requirements.

DEFINITION OF CITY IMPLEMENTATION GROUPS

Arch. Comm.	-	Architectural Committee
Bldg. Div.	-	Building Inspection Division, Planning & Inspection Department
City Council	-	City Council
City Mgr.	-	City Manager's Office
Housing Div.	-	Community Services Division, Planning & Inspection Department
Fire Dept.	-	Fire Department
Historical Comm.	-	Historical and Landmarks Commission
Parks/Rec. Dept	-	Parks and Recreation Department
Planning Div.	-	Planning Division, Planning & Inspection Department
Planning Comm.	-	Planning Commission
Police Dept.	-	Police Department
Public Wks. Dept.	-	Public Works Department
Redev. Agency	-	Redevelopment Agency
Street Dept.	-	Street Department
Water/Sewer Dept.	-	Water and Sewer Utility Department

2.15.2 POLICIES AND PROGRAMS

Residential Policies

1. Preserve single family areas where designated by the General Plan.

2. In areas designated for higher density, new residential development will be encouraged when meeting criteria for compatibility with adjacent neighborhoods.
3. Encourage new ownership or rental housing in mixed use designations and near major transit services, where compatible with adjacent neighborhoods, especially ownership or rental. Mixed Use or Transit-Oriented Development housing should be oriented towards the thoroughfare, minimizing impacts on existing single family homes.
4. Encourage the annual construction of the number of housing units necessary to meet the City's regional housing needs determination, including housing for lower and moderate income households.
5. Strongly encourage Santa Clara University to increase the percentage of both graduate and undergraduate students living on campus or in University-owned dwellings.
6. Increase average densities in new multi-family residential or replacement residential developments.

Programs

- (i) Encourage upkeep and investment to maintain residential values.
(Ongoing, Planning Div., Housing Div., Bldg. Div., City Council)
- (ii) Protect designated single family neighborhoods from demolition or redevelopment that would eliminate single family homes and adversely affect the character of the area. (Ongoing, Planning Div., Planning Comm., City Council)
- (iii) Discourage or deny additions to or redevelopment of single family homes if the proposed change is significantly inconsistent with the nature of existing development (specifically massing, height, and setback), Zoning Ordinance regulations and/or adopted Design Guidelines. (Ongoing, Planning Div., Arch. Comm., Planning Comm., City Council)
- (iv) Administer design guidelines through Architectural Review to ensure quality and compatible residential construction. (Ongoing, Arch. Comm., Planning Comm.)
- (v) Designate sites suitable for future housing development. Encourage a balance of ownership housing and rental housing, including in Mixed Use developments. (Ongoing, Planning Div., Planning Comm., City Council)
- (vi) Encourage expansion of the University's residency requirements and its variety of housing types. (To be implemented 2002-2010, City Mgr., Planning Div., Planning Comm., City Council)
- (vii) Adopt minimum density standards for Multiple-Family residential zoned properties, and for Mixed Use, Transit-Oriented Mixed Use, and Gateway

Thoroughfare Mixed Use designated areas. (To be implemented 2002-2006, Planning Comm., City Council.

- (viii) Adopt zoning ordinance amendments to promote housing as part of any new development or reconstruction on mixed use general-planned sites. (To be implemented 2002-2006, Planning Div., Planning Comm., City Council)
- (ix) Prepare and adopt an Overlay Zone that would allow stand-alone residential and residential mixed use as permitted uses on sites designated for mixed use in the General Plan. (2002, Planning Div., Planning Comm., City Council)

Commercial Policies

- 7. New commercial development should not adversely affect the quality of the City's residential neighborhoods or designated historic areas.
- 8. Enhance the attractiveness and business growth of commercial uses along El Camino Real and Stevens Creek Boulevard while ensuring compatibility with adjacent and onsite residential uses.
- 9. Encourage a wide variety of retail and commercial services, such as restaurants and day care, in locations appropriate to the industrial area.
- 10. Support the continued development of a visitor economy in the Bayshore North area, including lodging, entertainment, recreation, retail and a lively urban character.
- 11. Protect and enhance the clustering of automotive dealerships on Stevens Creek Boulevard as a vital part of Santa Clara's economy.
- 12. Preserve convenience commercial uses in residential neighborhoods where appropriate.
- 13. Preclude Specifically Regulated Businesses from causing adverse impacts on surrounding properties and uses.

Programs

- (x) Upgrade public and private improvements and landscaping, and promote visual and functional improvements along El Camino Real and Stevens Creek Boulevard. (Ongoing, Public Wks. Dept., Planning Div., Arch. Comm., City Mgr., Planning Comm., City Council)
- (xi) Use surplus City property along El Camino Real to foster appropriate mixed use or residential redevelopment east of Scott Boulevard. (Continue implementation 2002-2006, City Mgr., Planning Div., Arch. Comm., Planning Comm., City Council.)
- (xii) Service stations shall be preserved where appropriate to be geographically

dispersed and most effective in meeting community demand in both residential and employment areas. (Ongoing, Planning Div., Planning Comm., City Council)

- (xiii) Require Conditional Use Permits for Specifically Regulated Businesses, and do not allow such uses to be grouped in any one area. (Ongoing, Planning Div., Planning Comm., City Council)

Employment Policies

14. Consideration shall be give to having employment generating developments contribute to the provision of housing.
15. Support minimal Heavy Industrial area to provide space for necessary community services.
16. Encourage maintenance of the low rise medium intensity character of electronics research and development buildings in Santa Clara's central industrial area.
17. Minimize traffic by concentrating higher density employment near major transit services.
18. Reduce the number of peak hour automobile trips by supporting increased services near employees.

Programs

- (xiv) Amend the Heavy Industrial zoning regulations to discourage office and other incompatible uses. Rezone excess heavy industrial properties for light industry. (To be implemented 2002-2006, Planning Div., Planning Comm., City Council.)
- (xv) Promote or encourage mixed use complexes near major transit services. (Ongoing, Planning Div., Planning Comm., City Council)

Public Policies

19. Develop the Bayshore North area as a long term financial resource for the City.

Programs

- (xvi) Retain ownership of City lands in the Bayshore North area. (Ongoing, City Mgr.)
- (xvii) Evaluate City land lease proposals for their consistency with General Plan policies and long term economic return. (Ongoing, City Mgr.)

Special Hazards Policies

20. Identify areas of special hazards and discourage uses with sensitive receptors from locating in close proximity.

Programs

- (xviii) Develop and maintain a map of Special Hazards Areas for use by applicants and decision-makers in making locational decisions for uses which include, or might include, sensitive receptors. (Ongoing, Planning Div.)

Historic Policies

21. Identify and formally recognize historically and architecturally significant properties, features and neighborhoods of contributing properties.
22. Encourage owners to rehabilitate and maintain historic properties. Consider adaptive reuse of historic structures as an alternative to demolition.

Programs

- (xix) Maintain, and update as necessary, the List of Historically Significant Properties and Heritage Trees. (Ongoing, Planning Div., Historical Comm., City Council)
- (xx) Review proposed changes to identified historically significant properties for appropriateness of design in relation to the existing structure and the historic character of the neighborhood. (Ongoing, Planning Div., Historical Comm., City Council.)
- (xxi) Strengthen the unique character of the Old Quad area with a continuing street tree program and special design guidelines which include standards for the streetscape in this area. (To be implemented 2002-2006, Street Dept., Planning Div., Historical Comm., Planning Comm., City Council, Arch. Comm.)

Cultural Resources Policies

23. Protect and preserve archaeological resources wherever possible.

Programs

- (xxii) Require all sub-surface excavation and/or grading projects in areas discovered or documented to be of high cultural resource value or culturally sensitive to conduct an archaeological assessment, intensive surface survey, and/or subsurface testing as part of the project planning efforts. Developers shall adhere to the adopted Monitoring and Mitigation Requirements/Conditions for Potentially Significant Archaeological Impacts.

Design Policies

24. Ensure a distinctive character and a high quality standard of development for structures and outdoor uses in all zoning districts in the City.

Programs

- (xxiii) Continue to implement appropriate design standards through Architectural Review prior to issuance of Building Permits. (Ongoing, Planning Div.,

Arch. Comm.)

- (xxiv) Enhance the gateway treatment of signs and landscaping at major entrances to Santa Clara. (Ongoing, Street Dept.)

Advertising Policies

25. Maintain adequate sign exposure for local businesses and a quality community appearance through consistent sign regulations.

Programs

- (xxiv) Protect the visibility of on-site advertising, and encourage maintenance and upgrading of advertising devices to current standards. (Ongoing, Planning Div., Bldg. Div., Arch. Comm.)
- (xxv) Prohibit new permanent off-site signs as well as the expansion relocation, or realignment of existing billboards. (Ongoing, Planning Div., Planning Comm., City Council.)

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CHAPTER THREE

HOUSING ELEMENT

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The 2000-2010 Housing Element was certified by the State Department of Housing and Community Development on August 14, 2002. On January 21, 2003, the State Department of Housing and Community Development presented the City of Santa Clara with a Local Government Leadership Award for this accomplishment.

3.0 HOUSING ELEMENT

The Goals of the Housing Element are to:

Encourage the provision of appropriate/well-built housing within the community for persons of all economic levels, regardless of race, color, age, religion, gender, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or mental or physical disability. Encourage the provision of an adequate variety of individual choices of housing tenure, type, and location, including higher density where possible, especially for low and moderate income and special needs households. Maintain and enhance the character, quality and livability of residential areas. Encourage sound growth in the City by designating suitable vacant or underutilized sites for new residential development. Preserve established single family neighborhoods.

3.1 INTRODUCTION

Santa Clara's housing policies and programs address the identified needs for housing the City's share of the region's population. The Housing Element articulates Santa Clara's hopes for the City's housing supply in light of current constraints to housing development, markets, and affordability. It establishes a framework to guide decision making and an action program for the City to use in resolving its housing needs.

The requirements of Article 10.6 of the State Government Code are addressed by the Housing Element. The format of this Element follows very specific State guidelines with respect to data to be gathered and examined and subjects to be covered. In addition, this Element provides a "housing count" that establishes incremental targets for affordable, rehabilitation, and replacement housing.

Since statutory requirements that are addressed in this Element overlap and intertwine with other Elements such as Land Use, Transportation, Environmental Quality, and Public Facilities and Services, it is necessary to look at the General Plan as an integrated whole. These other Elements will be updated as soon as the Housing Element is found to be acceptable by the State.

In tentative reviews of needed changes to the Land Use Element and map, staff and the Planning Commission have focused on new Mixed Use housing areas and development of a new land use category, Transit-Oriented Mixed Use, that allows for higher density residential development.

The intent of the Housing Element is to achieve an adequate variety of safe, appropriate and well-built housing for all residents of Santa Clara. The goals, policies and programs in the last section of this Element focus on three major issues: housing variety, housing opportunity, and housing quality.

3.1.1 Public Participation

The California Government Code requires that local governments make diligent efforts to solicit public participation from all segments of the community in the development of

the Housing Element. During the preparation of the 2001 Housing Element, public input was actively encouraged. In the preparation of the Housing Element, organizations and agencies that provide housing, or housing related services, were contacted and participated in the seven Planning Commission study sessions, the two Council review sessions, the public hearings and the community workshop. Residents of the community participated in the community meeting and the public hearings. Notices were sent to the organizations involved in housing production or services, religious organizations, community groups, Neighborhood Watch block captains, and media organizations. Responses from these groups helped guide the Needs Assessment portion of the Housing Element, as well as following Objectives, Policies and Programs.

The City hosts a monthly meeting of the Housing Action Coalition, a housing advocacy group. The City also hosted a training workshop that featured representatives of the State Department of Housing and Community Development.

For the public hearing at the Planning Commission, an extensive mailing to owners of property designated as housing sites and owners within three hundred feet of the sites was made. Over 3,000 notices were sent.

The public participation program included the following components:

- A Community Workshop. The workshop included explanations of the General Plan process, text and map changes. The public was invited to provide input on the community needs; proposed policies and programs, and sites;
- Needs Assessment Survey, and related outreach activities. General Plan-related questions were included in a mail outreach effort to every City resident;
- Public review of the Draft Housing Element at the City's public libraries and community centers;
- Review of the Draft Element by the State Department of Housing and Community Development; and
- Public Hearings held before the Planning Commission and the City Council.

The City commits to annually review and periodically update this Element and related General Plan policies in response to community needs. Community Surveys and Community Meetings will continue to be an integral part of this process, along with public service announcements, inserts in monthly utility bills, articles in the City quarterly newspaper sent to all utility paying addresses, and nonprofit group involvement.

3.2 HOUSING NEEDS ASSESSMENT

This Needs Assessment describes and analyzes local demographic, household, and housing characteristics and trends in an effort to determine the nature and extent of Santa Clara's housing needs.

3.2.1 Analysis of Population Trends

The type and amount of housing needed in a community are largely determined by population growth and various demographic variables. Factors such as age, race/ethnicity, occupation, and income level combine to influence the type of housing needed and the ability to afford housing.

According to the United States Census, Santa Clara's population grew 49 percent between 1960 and 1980. Since that time, constraints on available land for residential development have limited new housing development and the resulting population growth. In the year 2000, the Census counted a Santa Clara City population of 102,361, an increase of 8,748 persons or nine percent over the 1990 population of 93,613. The Census identified 39,630 dwelling units. During the ten years 1990 through 1999, an average of 86 single family and 232 multi-family units were constructed in the City each year.

A community's housing needs are determined in part by the age characteristics and trends of its population. The table below summarizes the age characteristics of Santa Clara residents in 1990 and 2000. The number of older adults (45 to 64) increased by 16% during the 1990s. These residents are typically at the peak of their earning power and are more likely to be homeowners. The preschool (under 5) and school age (5 to 17) groups also grew noticeably, by 14% and 17%, respectively.

The younger adult population (25 to 44) remained relatively stable during the decade; this group continues to comprise the largest segment (39%) of the City's population. Generally, younger adults occupy rental units, condominiums, or smaller single-family homes. However, given the high home prices in Santa Clara, housing options for younger adults may be more limited to the rental market.

Figure 3-A:

Age Characteristics and Trends

Age Groups	1990		2000		% Change 1990-2000
	Persons	Percent	Persons	Percent	
Preschool (Ages 0-4)	5,880	6%	6,688	7%	+14%
School Age (5-17)	11,703	13%	13,707	13%	+17%
College Age (18-24)	12,503	13%	11,569	11%	-7%
Young Adults (25-44)	37,344	40%	39,991	39%	+7%
Middle Age (45-64)	16,845	18%	19,506	19%	+16%
Senior Adults (65+)	9,338	10%	10,900	9%	+9%
Total	93,613	100%	102,361	100%	+9%
Median	32.2		33.4		+4%

The U.S. Census shows that average household size increased from 2.42 persons per household in 1990 to 2.58 persons per household in 2000. This number will increase significantly through 2010, according to ABAG Projections 2000, to 2.8 in 2005 and to 2.9 in 2010. This is slightly below the projected County average household size. City staff believes that rising housing costs may cause additional increase in household size in

the existing housing units. Relatively small changes in the average size can affect total population.

Figure 3-B:

Population Growth and Projections to 2010

<u>Year</u>		<u>Population</u>
1960	actual	58,850
1970	actual	86,118
1980	actual	87,700
1990	actual	93,613
2000	actual	102,361
2005	projected	116,100
2010	projected	124,800 (base projection)
2010	projected	135,000 (high projection)*

Source: U.S. Census 1960-2000; ABAG Projections 2000

*The ABAG Projections 2000 do not assume the level of housing construction necessary to achieve Santa Clara's Regional Housing Needs Determination. If those numbers were built by 2006 and additional housing were added by 2010, the City's population could approach 135,000. This would be a thirty percent increase over the current population.

The predominant demographic change in the city from 1990-2000 has been the increased diversity in the racial and ethnic heritage of Santa Clara residents, similar to many Bay Area communities. This change has implications for housing needs to the extent that different race/ethnic groups may have different household characteristics, income levels, and cultural backgrounds that affect their need and preferences for housing.

As of 2000, whites comprised the largest race/ethnic group in Santa Clara, at 48%. However, their share of the population decreased during the past decade. The Asian population, on the other hand, grew significantly in size and proportion between 1990 and 2000. As shown below, the Asian share of the population increased from 18% to 30%. The number of Hispanic and Black residents increased slightly during the ten-year period, while their share of the population remained relatively unchanged. The number of Santa Clara residents in the "All Other" category grew dramatically from 1% to 4%, in part because unlike prior Census efforts, the 2000 Census allowed respondents to identify themselves as members of more than one racial group.

Figure 3-C:

Race/Ethnicity	<u>Race and Ethnicity</u>			
	1990		2000	
	Persons	Percent	Persons	Percent
White	59,754	64%	49,392	48%
Hispanic	14,260	15%	16,364	16%
Asian*	17,174	18%	30,207	30%
Black	2,281	2%	2,237	2%
All Other**	516	1%	4,161	4%
Total	93,613	100%	102,361	100%

Includes Native Hawaiians and Other Pacific Islanders

** For 1990, the "All Other" category includes American Indians and Alaska Natives and persons in the "Other race" category. For 2000, the "All Other" category includes American Indians and Alaska Natives, and persons who identified themselves as "Some other race" and "Two or more races."

The 2000 Census found that 97.2% of the City's 39,630 total housing units were occupied and 2.8% were vacant. Of Santa Clara's 38,526 occupied households, 53.9% were renters and 46.1% were owners. In 1990, 52.9% of households were renters and 47.1% owners. The ratio of renter- to owner-occupied units is expected to remain stable.

Of the 39,630 total dwelling units in 2000, it is estimated that 17,504 or 44% were single family detached homes. Because little land remains for construction of larger lot single family homes, recent infill development has resulted in higher density housing.

Population in group quarters totaled 2,787 persons in the 2000 Census. This includes students in Santa Clara University dormitories (an estimated 2,050 in May 2001). Their number is expected to increase slightly with the addition of planned dormitories. The balance of the group quarter population resides in emergency shelters (4.7%), other non-institutional facilities (1.4%) and nursing homes.

Figure 3-D:

Housing Composition by Type and Tenure

	<u>Owner Occupied</u>		<u>Renter Occupied</u>	
Single Family Detached	13,653	(82%)	2,900	(18%)
Single Family Attached	1,758	(59%)	1,223	(41%)
Multi Family	1,338	(8%)	14,971	(92%)
Mobile Homes	453	(65%)	249	(35%)
Totals	17,202	(47%)	19,343	(53%)

(36,545 Total Occupied, 37,873 Total Dwelling Units)

Source: 1990 Census

3.2.2 Cost of Housing

Affordable housing is that capable of being purchased or rented by a household with very low, low, or moderate income (120% of median income or below), based on the household's ability to make monthly payments necessary to obtain housing. For purposes of this General Plan, "household income" is based on the United States Department of Housing and Urban Development's definition, household size, and applied to the San Jose Metropolitan Area's median income levels. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income for housing, including taxes and insurance (and utilities, for rental housing). Many households are paying more than 30 percent of their income for housing, some voluntarily but many because there is not more affordable housing available.

Providing adequate housing for a variety of income groups has become increasingly difficult. Housing costs escalated significantly during the past few years due to high construction costs, limited supply of owner-occupied housing, and high demand. As a result, low and moderate income families were priced out of housing ownership.

Throughout the Bay Area, housing costs as a percentage of income continue to increase.

(a) Price of Housing

Housing costs in Santa Clara have been increasing in a manner that reflects housing cost trends throughout the Bay Area and much of California. The median housing price for a single family residence in the City of Santa Clara vicinity was \$319,950 in July 1997; by May 2001 the median price had increased to \$561,350. In four years the purchase price increased by nearly 75 percent, yet income levels did not increase at anywhere near the same rate. Rents increased 64 percent during the same time period.

Still, competition for the limited supply of houses remains strong. The vacancy rate for single-family residences in Santa Clara is estimated to be 2.9 percent for detached units and 3.9 percent for attached townhomes. The excess of demand over supply is expected to continue to increase home prices over the life of this Plan.

The City's May 2001 Rental Vacancy Survey of 30 apartment complexes is shown on a table of Rent Ranges, Figure 3-D. The size of the apartment complexes ranged from 28 units to 876 units. The lowest rent available was \$925 for a studio apartment. The average rent for a two-bedroom apartment was \$2,199. In comparison, in 1996 the lowest rent for a studio was \$575 and the average rent for a two-bedroom unit was \$1,102.

Figure 3-E:

	Rent Ranges *	
	Low	High
Studio	\$925	\$2,350
One Bedroom	\$1,400	\$2,700
Two Bedroom	\$1,575	\$3,100
Three Bedroom	\$2,150	\$4,600

Based on May 2001 Planning Division survey of apartment complexes, which tend to have higher rent units. Previous annual surveys are available in the Planning Department office, for comparison purposes.

A September 2001 survey of 44 apartment complexes having fifty or more residential units by the firm, Real Facts, found an average vacancy rate of 7% and the following average rents:

Figure 3-F:

	Rent Ranges*	
	Average Low Rent	Average High Rent
Studio	\$1,249	\$1,265
One Bedroom	\$1,546	\$1,590
Two Bedroom, One Bath	\$1,572	\$1,650
Two Bedroom, Two Bath	\$1,923	\$2,013
Three Bedroom, Two Bath	\$2,549	\$2,580

(b) Household Incomes

The HUD 2001 median county income in Santa Clara County for a family of four was \$87,300, reflecting an increase of 51 percent since 1991. In 1991 the county median income was \$57,700.

Figure 3-G:

Income Categories and Definitions

Very Low:	A household of very low income is one with an income of up to 50 percent of the median county income. Very low income for a family of four was \$43,650 or below in 2001 (\$28,850 in 1991).
Low:	A household of low income is one with an income of 51 to 80 percent of the median county income. Low income for a family of four was between \$43,651 and \$69,050 in 2001 (between \$28,851 and \$46,160 in 1991).
Moderate:	A moderate income household is one with an income of 81 to 120 percent of the median county income. Moderate income for a family of four was between \$69,051 and \$104,760 in 2001 (between \$46,161 and \$69,240 in 1991).
Above Moderate:	A household with an income greater than 120 percent of the median county income. Above moderate income for a family of four was greater than \$104,760 in 2001 (\$69,240 in 1991).

Source: United States Department of Housing and Urban Development

Although not representative of the extremes in household incomes in Santa Clara County, income levels of the City's households are generally similar to the average middle-class household in the County. This consistency in income levels is expected to continue.

Despite this, in 1990 5,657 persons or 6% of the City's residents were living below the poverty line. Census 2000 data can be expected to demonstrate at least the same rate of persons living in poverty.

(c) Overpayment for Housing

Overpayment for housing is defined as a household spending over thirty percent of its income on housing costs.

Projecting from 1990 Census data, in the year 2000 an estimated 23% of owner households were overpaying for housing (mortgage payment exceeding 30% of household income). Thirty-seven percent of the renter households were overpaying. Overpayment is a major problem among elderly renter households, with over 60% of them overpaying for housing.

Fourteen percent or more of low or very low income owner-occupied households were overpaying in 1990. At least 36% of the low or very low income renter households were overpaying for housing. Census 2000 data will almost certainly show a more severe problem in this regard.

3.2.3 Quality of the Neighborhoods

The City is committed to maintaining the quality of its neighborhoods. The City maintains a Rental Inspection Program (annual inspections of apartment complexes, four units or larger). A separate Code Enforcement Program (which operates on a complaint basis), also covers smaller rental buildings and single family homes. Code enforcement is also discussed under Governmental Constraints.

In 1999 the City Council created the Neighborhood Enhancement Committee to generate ideas and recommendations for improving the City's residential areas. An older single family subdivision was chosen as the first area. Council and staff members conducted a door to door survey of 230 homes. Follow-up focused on coordination with the clean up campaign to remove vegetation, old fences, debris and inoperable vehicles from the homes and yards. The second neighborhood was a multifamily area with a high percentage of immigrant residents. Residents were again surveyed and the local school was used as a conduit to promote City services.

3.2.4 Overcrowding

The Building Inspection Division conducts annual inspections of licensed residential buildings of four units or more with regard to State Housing and Building Code requirements. This inspection program includes an assessment of possible overcrowding, based on State Code requirements regarding maximum allowed occupancy. Complaints regarding possible overcrowding in other types of residential structures are also investigated.

The City is required by State law to adopt the International Conference of Building Officials (ICBO) Housing Code and its definition of overcrowding. It states that there shall be 70

square feet in a room before two persons can sleep there. Fifty additional square feet are needed for each additional person and persons can sleep in any room except the bathroom(s) and kitchen.

Overcrowding is largely a reflection of the inability of the householder or other household residents to afford larger accommodations. The United States Census Bureau's definition of overcrowding is more than one person per room in a household. Based on April 2000 U.S. Census 2000 data, it is estimated that there were 1,419 owner-occupied and 1,601 renter-occupied overcrowded households in the City, for a total of 3,020 or 7.6% of the total units. Housing occupancy will continue to be monitored to protect the public's health and safety. The State Housing Code's generous definition of overcrowding limits the City's ability to reduce this problem from an enforcement approach.

3.2.5 Housing Conditions

More than sixty percent of Santa Clara's housing units are 30 years old or older, the age at which most housing units begin to require major improvements and repairs. It is estimated that 3,567 housing units, or approximately 9% of the 39,630 dwelling units are in need of repair or rehabilitation. Of the 3,567 units, it is estimated that 44% are lower income units. The City's Housing Rehabilitation Program, administered by the Community Services division, annually assists owners of homes in need of home improvement. The City uses Federal funds to provide grants and loans to rehabilitate single family, duplex, and multi-family residences in need of significant repair. Restoration of designated historic residential structures is encouraged through technical and financial assistance (grants and/or loans).

It is the policy of the City to not displace residents. Where families are displaced by projects utilizing Federal funds, relocation benefits will be provided. The City does not plan any major public construction during the Housing Element planning period that would require demolition of housing.

(a) Age and Type of Housing

In 1990, 45% of all housing units in Santa Clara were single-family detached homes. Between 1990 and 2000, 2,418 dwelling units were added. Twice as many of those were multi-family units as single family units. Figure 3-G, Dwelling Unit Composition, January 1990, shows the approximate mix of dwelling unit types at that time.

Single family homes, although at relatively high densities, will represent nearly two thirds of the 3,100 units to be built on the former Agnews Developmental Center west campus. Otherwise, infill units will primarily be higher density, and many will include mixed uses, to lower unit costs and maximize use of available land.

Figure 3-H, Dwelling Unit Ages, shows the percent of dwelling units by age. Over 60 percent of the 39,630 housing units in the City were constructed between 1940 and 1969. As these units age, increased attention to maintenance, repairs and replacement will be necessary to maintain quality neighborhood standards. The Housing Inspector in the Building Inspection Division will continue to conduct inspections of single family homes and rentals on a request and complaint basis, providing advice and City assistance where possible to correct problems.

Since 1985, the City's Building Inspectors whenever conducting on-site inspections with regard to new construction have "tagged" any noticeable preexisting Code violations that might endanger occupants' health and safety. Inspections prior to resale are conducted upon request.

Nearly 15% of the total units in the City were constructed in the period 1980-June 1999. Because many of these units are located in Planned Development zoning districts, homeowners associations have been formed. It is anticipated that these associations will help assure adequate maintenance of exterior areas of these units.

Figure 3-H:

Dwelling Unit Composition, January 2000

Single Family			
	Detached	17,504	44.5%
	Attached	3,096	7.9%
Multi-Family			
	2 to 4	3,646	9.3%
	5 Plus	14,959	38%
Mobile Homes		121	0.3%
TOTAL		39,329	

Source: State Department of Finance

Figure 3-I:

Dwelling Unit Ages

Year Built	Age (Years)	Percent of City Total	Estimated # of 2000 Units
June 1980 –1998	0-19	15.0%	5,945
1970-1969	20-30	22.4%	8,832
1940-1969	31-59	59.0%	23,420
Before 1940	60+	3.6%	1,433
Total		100.0%	39,630

Source: 1990 Census, 2000 Census

(b) Number of Units in Need of Rehabilitation or Replacement

Consistent with prior General Plans and the Zoning Ordinance, the City supports the maintenance and preservation of housing and the quality of residential neighborhoods.

Projecting from 1990 data, it is estimated that 930 owner-occupied and 1,009 renter-occupied housing units were in need of rehabilitation in 2000. The actual numbers are probably less due to an active City rehabilitation program for owner occupied houses and the continuing increase in home values. Basic home improvements are often a part of the resale process.

During the 1990's, the City subsidized the acquisition and rehabilitation of five existing apartment complexes and converted them from market to below market rents. A total of 177 housing units were included in these complexes, 30 for persons earning less than 50% of the County Median Income as adjusted for household size, 38 for persons earning less than 60% of median, and 109 for persons earning less than 80% of median. Affordability controls on these units extend for 20 years or longer.

In 2000, an historic walnut packing building was approved for conversion to 44 residential lofts. While a physically successful project, there are few other buildings in the City that are appropriate for such a conversion.

As there have been no condemnations within the City for several years and the City has an aggressive rehabilitation program, there are no known residential units in need of replacement.

3.2.6 Special Housing Populations

Housing is a basic necessity of life for everyone. However, the search for decent affordable shelter is greatly complicated for many individuals because of the presence of a serious physical disability, advanced age, a severe life crisis or a transitional period in life.

In recent years, both citizens and government have been increasingly aware of the need to work with representatives of non-profit organizations and the private sector to develop viable options to meet the housing needs of special populations - seniors, disabled, homeless, large families, and female head of households.

(a) Senior Households

Current projections estimate a significant increase in the both the number and proportion of the elderly (age 65 or older) population. The number of elderly persons facing housing problems will also increase. Locally, senior-headed households comprised 16% of all households in 1990 and 17% in 2000. In 2000, there were 10,900 residents age 65 or older, representing an increase of 9% since 1990.

The 1990 Census found that 729 senior citizens or 7.9% (age 65 and over) were living below the poverty level. It is anticipated that Census 2000 data will find an increase in this number.

The City's Senior Citizen Center is located in the Old Quad, providing a central facility in an area with many senior citizens.

Senior citizen housing developments in the City consistently report long waiting lists. The County Housing Authority has a long waiting list of elderly persons wishing to apply for Section 8 Existing Housing Certificates or for its subsidized

rental units in Santa Clara.

There are currently four below-market senior housing projects in the City, containing 408 one-bedroom and studio apartments. Two of these projects are shared housing developments whose acquisition was assisted by the City with HOME and Redevelopment Agency funds. Waiting lists of up to two years exist for all of the projects.

The Redevelopment Agency has reserved \$3 million for the construction of an eighty unit assisted living rental complex for seniors to be located on Pacific Drive. City Redevelopment funds will also be assisting in the construction of a 100 unit public housing development for very low income seniors as part of the Agnews Rivermark development.

The City provides funding support to a shared housing provider that matches frail seniors with younger persons who can provide assistance with household tasks, such as cleaning and cooking. This agency places 20 shared housing relationships each year.

Many of these seniors need special housing such as handicap accessible living arrangements. Through the City's Housing Rehabilitation Program, the City meets the needs of access-impaired or handicapped owner-occupants by removing architectural barriers where appropriate. Private developers are encouraged to meet or exceed State requirements and any additional local policies regarding handicap accessible living arrangements.

(b) Families with Children

Increasing housing prices make it difficult for families who currently rent to enter the home ownership market. They face a choice of remaining in rental housing in Santa Clara or having both adults commute long distances to work from homes they can afford, thus contributing to a lessening of the quality of life for the family.

Much of Santa Clara's rental housing consists of one- and two-bedroom units. Overall, it is estimated that almost 50% of the housing units in Santa Clara (including single family homes) have two bedrooms or less. Most of the remaining units have only three bedrooms. According to the 2000 Census, 62% of Santa Clara's reside in a household where members are related as a family. Of these, 27% had children under age 18 living at home. In 1990, large families (five or more members) comprised 9.5% of the City's households—It is projected that large families increased to ten percent of the City's households in 2000.

The City's Redevelopment Agency is assisting the County Housing Authority with the construction of 100 units of family housing on Hope Drive. The development will include 70 two bedroom units and 30 three bedroom units. Thirty percent of the units will be for very low income residents with the balance the units for lower income residents.

Another Hope Drive apartment development was already constructed with City Redevelopment assistance. This affordable complex has 26 units for very low

income persons and 64 low income units. Thirty units have three bedrooms.

Another family housing development receiving City Redevelopment Agency assistance is the Riverwood development's 71 units of family housing at the corner of Lick Mill Boulevard and Tasman Drive. Thirty units will be three bedrooms and six will have four bedrooms. All units will be for lower or very low income households.

Each year, the City funds a Fair Housing service which has helped to ensure compliance with State Fair Housing laws and have removed many of the discriminatory barriers to families which existed in rental housing.

(c) Disability - Impaired Households

In the 1990 General Plan, it was estimated that 10.5% of the households in the City contained a handicapped or disability-impaired person. Many of these persons do not require special housing, however. Assuming that this percentage is still current, it is estimated that, as of April 2000, these households totaled 4,162. Using the general percentage of households overpaying, it is estimated that 1,269 of these households were overpaying.

The City provides financial assistance to support transitional housing for persons with physical disabilities. The facility, housing up to three persons at a time, is designed to provide living skills training to assist its clients to live independently in the community. The City has also subsidized the acquisition of a residence for up to six persons with developmental disabilities. Funds have been reserved for the purchase of a second residence. As part of a 450 unit apartment with 90 units reserved for low income households, 23 units are designed and reserved for those with developmental and physical disabilities.

A program has been added to analyze and determine by the year 2003 whether there are constraints to providing housing for persons with disabilities. This analysis will be consistent with Senate Bill 520 (Chesbro) as it was chaptered in 2001. If any constraints are identified, a plan will be developed to mitigate or remove those constraints.

(d) Female-Headed Households

The 2000 Census found that within Santa Clara there were 3,659 households (9.5% of the total) occupied by a female householder. Of these, 1,627 had children at home (4% of the total or 45% of the female households). Based on projections from 1990 data, it is estimated that 338 qualify for housing assistance.

To address the needs of single parent families, the City of Santa Clara previously participated in Project Self-Sufficiency, which has since been renamed Partners in Self-Sufficiency. Project Self-Sufficiency was a HUD pilot program aimed at making single parent families economically self-sufficient through job-training, affordable childcare and most importantly - affordable housing. The rationale was that if a parent's home life is stable, then the parent's success through job-training will increase and with successful training they will be able to earn more in the job market.

Although federal sponsorship of Project Self-Sufficiency has expired, the City of Santa Clara continues to carry on the intent of the program through the cooperation of the Housing Authority of the County of Santa Clara. The goal of the program remains to help low-income single-parents make the transition from public assistance to gainful employment by providing the means for individuals to locate and utilize existing programs and resources. The Housing Authority gives program preference to new participants of Section 8 housing certificates.

(e) Persons and Families in Need of Emergency Shelter or Transitional Housing

The number of homeless persons and families has been increasing nationally and in the Bay Area. The demographics of the homeless also have been changing, from predominately single persons often with substance abuse or mental illness to an increasing number of families unable to afford the high rents.

The labor force of "Silicon Valley" tends to be highly skilled and despite occasional set-backs, the unemployment rate is usually below both state and national levels. Despite this, 5,657 or 5.5% of all Santa Clarans live below the poverty level, on the border of homelessness (1990 Census).

In 1999, there were an estimated 20,000 episodes of homelessness in Santa Clara County. (survey by Santa Clara County Collaborative on Homelessness and Affordable Housing, Santa Clara County Housing Authority). The County Housing Authority's 1999 waiting list had 1,194 households from the City waiting to receive certificates/vouchers. Of those, 134 identified themselves as homeless. Most of the households on the waiting list are one or two person households (54%); a significant portion (13%) were large households (5 or more members).

The City of Santa Clara has at least twenty sites where homeless persons can be found. A County-wide Census conducted by the County of Santa Clara and Federal entitlement jurisdictions in January and February of 1999 found 2,908 persons homeless throughout the County on a given night. Based on Santa Clara's share of County population, six percent of these persons or 180 Santa Clarans can generally be estimated to be homeless. The 1999 County Census found that 51% of the homeless persons were single adults; the other 49% were families.

Santa Clara is fortunate to have the Emergency Housing Consortium's Sobrato Family Living Center. The Center provides emergency housing for up to 33 families on Agnew Road just east of Lafayette Street. This facility was recently re-constructed with the assistance of \$2,500,000 from the City Redevelopment Agency. It is recognized as providing quality transitional housing with employment and educational services. Eighteen additional units are under construction at the center in 2001. Upon completion in 2002, the Family Living Center will comprise 42 apartment-style units of transitional housing for homeless families, 9 units of permanent affordable housing, a community center, and a computer learning center.

For fiscal year 2001-2002, Santa Clara will provide \$40,170 to the Emergency Housing Consortium for annual operation of its Family Living Center. The shelter houses up to 100 persons per night. Clients may remain at the shelter for up to 90

days and receive tenant education as well as information on area housing and jobs, children's programs, case management and other subjects.

Use by residents of Santa Clara currently represents a very small percentage of the overall use, compared with the City's proportional share of County population. From July 1, 2000 through June 15, 2001, the Emergency Housing Consortium of Santa Clara County provided 10,710 shelter days to persons whose last home address was within a City of Santa Clara zip code.

Ten of the 16 instances of Santa Clara families' homelessness were accommodated at the Santa Clara facility. None of the single person instances of homelessness were accommodated in the City, due to the fact that the Santa Clara facility serves families only.

Based on the most recent information, which may not be representative of the overall need in the community as it represents statistics only from the Santa Clara facility, it would appear that approximately 63% of the shelter days needed for instances of Santa Clara families' homelessness are being met within the community. None of the shelter days needed for single adults are being provided in the community. Through the Block Grant Program, the City provides funding for traditional shelters in San Jose that serve local homeless individuals.

The Bill Wilson Center, partially funded by the City of Santa Clara, provides short-term housing for runaway and homeless youth ages 11-17 and transitional housing services for youth 17-21 and young-parent families. The Bill Wilson Center, located at 3490 The Alameda, houses 16 youth and was built using funds from the City Redevelopment Agency. The Bill Wilson Center also leases a house from the City at below market rates to serve six homeless youth. The City helped fund the acquisition of an apartment building and a house located on another site that provides transitional housing services to ten young homeless families. A triplex purchased using Federal Home funds and City Redevelopment funds houses eight single homeless teens. In fiscal year 2001-2002 the City also approved funding in the amount of \$650,000 to purchase another transitional housing facility for up to ten homeless youth and young families.

Redevelopment Agency funds also have assisted with the construction of a 24 unit Homesafe Transitional Housing project on City-owned land for those who have experienced domestic violence.

Just as expansion of emergency shelter, runaway and homeless youth facilities is necessary, rising housing and health costs may necessitate expansion of existing facilities, or creation of new ones, in order to meet the needs of a new and growing population that lacks shelter - the terminally ill. An ever increasing number of persons have been stricken with AIDS and are often discriminated against or cannot afford quality care as they reach the end stages of the disease.

Although Hospice of the Valley provides comprehensive home hospice care at no cost to the terminally ill of Santa Clara Valley, more hospices are needed to meet the projected needs.

For example, the AIDS Resources and Information Services (ARIS) reported that, at the end of 1998, there were 1,219 persons with AIDS living in the County. Of this group, 73 were homeless. From July 1999 through January 2000, ARIS provided 19,197 bednights to 120 persons with AIDS. During that same period, it received 186 applications for housing. As of January 31, 2000, 129 households were on a waiting list for housing. This list represents a 24 month waiting period for housing.

The City will evaluate and work towards eliminating any possible constraints in the City's Zoning Ordinance which might inhibit the provision of transitional housing opportunities for persons such as the terminally ill in existing multiple family residential zoning districts. Zoning Ordinance amendments to be considered will allow shelters such as for single individuals in the thoroughfare commercial zoning district, which is the district most accessible via transit.

(f) College Students

An increasing number of students at Santa Clara University live off-campus. The City of Santa Clara supports the expansion of the variety of types of housing opportunities provided on-campus, so as to minimize the impacts on the City's off-campus housing stock. The University has begun a program of expanding its types of on-campus housing with the intent of encouraging a higher percentage of student occupancy on-campus. Between 1989 and 2001, the number of students living on-campus increased from 1,838 to 2,050.

The City encourages the University to provide adequate on-site student housing for all full-time students, both graduate and undergraduate students. Since the prior Housing Element, the University has approval for construction of 350 beds in apartment style housing, of which 296 beds have been built.

The community benefits from two other colleges: the Golden State Bible College and Mission College. Golden State is an undergraduate facility and has approval for two dormitories. The first dormitory has been completed and has 54 rooms and 108 beds. Mission College is a community junior college with students who commute from their homes. There is no on-campus residency.

(g) Farmworkers

As the closest large-scale agricultural production operations are more than thirty miles away from the City in southern Santa Clara County (where housing is more affordable), farmworkers have not been identified as a subgroup with special housing needs in this city. The only farming operation in the City is the Bay Area Research Extension Center, a part of the University of California's agricultural studies. The Center has already been approved for closure before the end of 2002. The City has previously designated this site for housing.

3.2.7 Analysis of Employment Trends

Santa Clara County continues to be a growth area and the City of Santa Clara is located at the center of the growth. In 1990, there were approximately 108,020 jobs in Santa Clara; in 2000, there were 135,370. Approximately 61,300 Santa Clara residents were employed in 2000. It is estimated that over one-half of them commuted outside the City to work.

The 135,370 employees in Santa Clara in 2000 represent about 13% of the employees in Santa Clara County. Approximately 47% of the employees who work in Santa Clara are in the manufacturing or wholesale distribution sectors.

Between 2000 and 2005, the number of locally available jobs in Santa Clara is expected to increase from 135,370 to approximately 145,580. This is an average of 2,042 new jobs per year or 1.5% employment growth per year. By 2010, 151,280 jobs are anticipated for Santa Clara, for 1,591 new jobs per year or 1.1% annual employment growth.

Except for agricultural and wholesale trade jobs, it is anticipated that all types of employment in the City will continue to expand during 2000-2010. Increases are forecast for the services sector (22%), retail trade (9%), and construction (20%). Manufacturing job growth is expected to slow to 4%, for a cumulative increase of 2,690 more jobs than the total of 64,630 manufacturing jobs estimated in 2000. Much of the City's cumulative job growth will occur in those sectors that have historically paid less than the average wage.

The conclusion of this section is that housing will be needed for a growing and increasingly economically diverse employment base.

3.2.8 Status of Existing Assisted Housing Developments

Beginning in 1960's, the federal government provided low-interest loans and rent subsidies through various programs administered by the federal Department of Housing and Urban Development (HUD) and insured by the Federal Housing Administration (FHA). In return, private developers and owners agreed to build or operate rental projects in which most or all of the units were reserved for low-income families during the loan period (typically 40 years). In order to stimulate private participation, the owners were given the option to terminate their contracts prior to the loan maturity dates. As owners exercise those options, the units are converted to market-rate rents, the inventory of rental units available to lower-income families declines, and some occupants are displaced. In California in 1990, there were an estimated 1,600 HUD-subsidized projects with 117,000 units that were at risk of early conversion to market rents, with the likelihood that many of the current tenants would be displaced. There are no such projects remaining in Santa Clara.

In addition, a number of apartments were built without FHA insurance, but relied on other forms of governmental financial assistance such as Mortgage Revenue Bonds (MRBs), local housing agency funds, and redevelopment district "set-asides" for housing, or were developed under other State or local programs (such as "inclusionary zoning", the provision of below-market-rate units by private developers). Of all of these non-HUD-assisted possibilities, the only such units in Santa Clara are multi-family projects financed by MRBs. The terms of the MRB financing required that 20 percent of the units be "affordable" (reserved for households earning less than 80 percent of the County median income) for a period of 10 years or half the life of the bonds, whichever is longer.

The following provides a comprehensive inventory of all assisted rental housing in Santa Clara. As illustrated by this inventory, the City's Redevelopment Agency has played an active role in assisting in the provision of affordable housing, and has placed long-term affordability covenants on its projects.

Figure 3-J:

Assisted Rental Housing Developments

Address	Affordable Units (Total Units)	Owner	Earliest Date of Expiration	Funding Source
Liberty Tower 890 Main Street	100	Methodist Retirement	2005	RDA, HUD Section 202 & 236
Adult Independence Center Lincoln & Market	1	AIDC	2047	RDA
2150 Main Street	25	Community Housing Developers	2023	RDA
2319 Gianera Street	1	City of Santa Clara	Annual Lease	RDA
1284 Jackson Street	5	Bill Wilson Center	2027	RDA
2120 Main Street	3	Bill Wilson Center	2029	RDA
3761 Miramar Way & 2251 Deborah Drive	20	County Housing Authority	2033	RDA
Klamath Gardens 2051 Klamath Avenue	17	County Housing Authority	2049	RDA
2185 Homestead Road	1	City of Santa Clara	2026	RDA
3661 Peacock Court	28	Community Housing Developers	2025	RDA
2002 Halford Avenue & 3680 Poinciana Drive	16	County Housing Authority	2033	RDA
Summerset Apartments 2151 Main Street	43	Community Housing Developers	2022	RDA
Bracher Senior Apartments 2665 South Drive	72	County Housing Authority	2048	RDA
Estancia Hope Drive	90 (450)	Citizens Housing	2048	RDA
Family Living Center Agnew Road	33	Emergency Housing	2030	RDA
Bill Wilson Center 3490 The Alameda	20 beds	Bill Wilson Center	Permanent	RDA

Loss of Assisted Housing

According to a risk assessment by California Housing Partnership Corporation (CHPC), no assisted development in Santa Clara is considered at high risk of conversion to market use. Of the assisted units identified earlier, one project is determined to be at low risk of conversion during the 2001-2011 period: the 100-unit Liberty Towers.

Liberty Towers: Located at 890 Main Street, Liberty Towers is a 100-unit apartment complex, with all of the units allocated for occupancy by very low-income seniors. The project receives Section 8 project-based assistance. Under the Section 8 contracts, the project owner provides units affordable to lower-income families for a specified time period. Available records indicate that the Section 8 contracts for Liberty Towers will expire on August 31, 2005, at which time the contracts will likely be renewed on an annual basis. Liberty Towers was also assisted through the HUD Section 236 and Section 202 programs. Through these programs, the owner was provided mortgage insurance and interest reduction payments. Earliest termination date of Section 236 and Section 202 loan assistance is September 20, 2013.

Preservation and Replacement Options

To maintain the existing affordable housing stock, the City must either preserve the existing assisted units or facilitate the development of new units. Depending on the circumstances of at-risk projects, different options may be used to preserve or replace the units. Preservation options typically include: 1) transfer of project to non-profit ownership; 2) provision of rental assistance to tenants using non-federal funding sources; and 3) purchase of affordability covenants. In terms of replacement, the most direct option is the development of new assisted multi-family housing units. These options are described below as they pertain to the at-risk Liberty Towers development.

1. **Transfer of Ownership:** Transferring ownership of an at-risk project to a non-profit housing provider is generally one of the least costly way to ensure that the at-risk units remain affordable for the long term. By transferring property ownership to a non-profit organization, low-income restrictions can be secured indefinitely and the project would become potentially eligible for a greater range of governmental assistance. This preservation option is, however, not applicable for Liberty Towers because the project is already owned by a non-profit organization (Methodist Retirement Foundation). This project is determined to be at “low” risk of conversion, largely due to its non-profit ownership.

A list of qualified non-profit entities that could assist is included in the Appendix of this Element.

2. **Rental Assistance:** Rental subsidies using non-federal (State, local or other) funding sources can be used to maintain affordability of the 100 at-risk units. These rental subsidies can be structured to mirror the federal Section 8 program. Under Section 8, HUD pays the difference between what tenants can pay (defined as 30% of household income) and what HUD estimates as the fair market rent (FMR) of the unit.

The feasibility of this alternative is highly dependent upon the availability of non-federal funding sources necessary to make rent subsidies available and the willingness of property owners to accept rental vouchers if they can be provided. The chart below

shows the total cost of subsidizing the rents at all at-risk units currently assisted through the Section 8 program. As indicated below, the total cost of subsidizing the rents at the 100 at-risk units is estimated at \$31,140 per month or \$373,680 annually.

Figure 3-K:

Rental Subsidies Required

Unit Size	Total Units ¹	Fair Market Rent	Household Size	Very Low Income (50% AMI) ²	Affordable Cost – Utilities ³	Monthly Per Unit Subsidy	Total Monthly Subsidy
0-br	60	\$993	1	\$30,550	\$714	\$279	\$16,740
1-br	40	\$1,132	2	\$34,900	\$773	\$360	\$14,400
Total	100						\$31,140

Liberty Towers is comprised of 60 studios and 40 one-bedroom units.

2001 Area Median Household Income (AMI) limits set by HUD. In Santa Clara County, the area median income limit for a very low-income household is \$30,550 for a one-person household, \$34,900 for a two person household and \$39,300 for a three-person household.

Affordable cost = 30% of household income minus estimated utility allowance of \$50 for a studio, \$100 for a one-bedroom unit, and \$150 for a two-bedroom unit.

3. **Purchase of Affordability Covenants:** Another option to preserve the affordability of at-risk projects is to provide an incentive package to the owner to maintain the project as affordable housing. Incentives could include writing down the interest rate on the remaining loan balance, and/or supplementing the Section 8 subsidy received to market levels. The feasibility of this option depends on whether the complex is too highly leveraged. By providing lump sum financial incentives or on-going subsidies in rents or reduced mortgage interest rates to the owner, the City can ensure that some or all of the units remain affordable.
4. **Construction of Replacement Units:** The construction of new housing units for lower-income households is a means of replacing the at-risk units should they be converted to market-rate units. The cost of developing housing depends upon a variety of factors, including density, size of the units (i.e. square footage and number of units), location, land costs, and type of construction. The construction cost for a 1,000-square foot apartment unit is approximately \$100,000 to \$200,000 (excluding land costs), based on discussions with area developers. Assuming an average construction cost of \$150,000 per apartment unit, it would cost approximately \$15 million to construct 100 new assisted units. Including land costs, the total costs to develop replacement units will be significantly higher.

Cost Comparisons: Given its non-profit ownership, it is unlikely that Liberty Towers will be converted to market-uses. Nevertheless, the above analysis attempts to estimate the cost of preserving the at-risk unit under various options. The annual costs of providing rental subsidies required to preserve the 100 assisted units are relatively low. However, long-term affordability of the units cannot be ensured in this manner. The option of constructing 100 replacement units is very costly and constrained by a variety of factors, including growing scarcity of developable land, high land costs, and potential neighborhood opposition. The best option to preserve the at-risk units appears to be the purchase of affordability covenants. This option would likely require the participation of Santa Clara's Redevelopment Agency and the use of its set-aside funds.

3.2.9 Santa Clara's Regional Housing Share

Since 1970, household growth in the City has been much slower than in the rest of the County due to the lack of vacant residential land. The City's share of County population, which was 8.1 percent in 1970, fell to 6.3 percent in 1988 and to 6.1 percent in 2000. The City added residents from 1990 to 2000 at a rate of 874 new residents annually.

The average household size, which had been decreasing in Santa Clara in recent years, has stabilized and has begun increasing once again (2.492 in 1980, 2.51 in 1985, 2.421 in 1990 and 2.58 in 2000, as per the 2000 Census).

Santa Clara's regional housing need, as determined by the Association of Bay Area Governments, has increased each Housing Element cycle. For 1985-1990, our goal was the construction of 2,105 housing units (421 units per year). For 1988-1995, the goal was 5,170 units (739 units per year) and for 1999-2006 it is 6,339 (906 units per year). This growing share is the result of ABAG's emphasis on employment as a factor in determining regional housing need and Santa Clara's jobs/housing imbalance.

3.2.10 New Construction Need

Using a regional allocation formula which incorporates a share of the regional housing need of persons at all income levels, the Association of Bay Area Governments (ABAG) has identified the City's "regional housing needs determination" through the year 2006. The regional need includes the existing and projected regional demand for housing, taking into account market demand, employment growth, and availability of suitable sites and public facilities.

ABAG's Housing Needs Determination, December 2000, projects the number of housing units needed to provide shelter for Santa Clara households given the expected income distribution of the 2006 population.

Housing Needs Projections and Determinations Table shows the ABAG projected need for January 1999 through June 2006, by income category. The number of housing units still needed in each category is shown in the final column.

FIGURE 3-L:

Housing Needs Projections

Income Level and Relation To County Median	Seven & ½ Year Projected Need	Constructed 1/99-12/01*	Need 1/02-6/06
Very Low Income (0-50%)	1,294	79	1,215
Low Income (50-80%)	590	12	578
Moderate Income (80-120%)	1,786	18	1,770
Above Moderate (over 120%)	2,669	686	1,981
TOTAL	6,339	795	5,544

* Constructed units indicated in the Very Low-, Low-, and Moderate-Income categories all have deed restrictions enforced by the City of Santa Clara.

Source: ABAG Housing Needs Determinations, December 2000; City of Santa Clara Planning and Inspection Department, December 31, 2001.

The level of affordability is based on the 2001 County Median Household Income for a family of four (\$87,300).

3.2.11 Opportunities for Energy and Resource Conservation

The City of Santa Clara owns and operates its own electric utility, Silicon Valley Power, its own water and sewer utility and jointly owns the sewage treatment plant with the City of San Jose. Free energy audits for residential customers are provided. The City continues to offer solar hot water systems with payment through the monthly billing.

In response to concerns about too much fresh water entering the South Bay, Santa Clara has been a leader in diverting water from the Santa Clara/San Jose treatment plant back to irrigation uses in the community. Recycled water pipes have been laid in a large portion of the City and new projects are required to use the recycled water if it is nearby.

During the drought, Santa Clara initiated water conservation measures for both residential and industrial users.

Utilities have always been available for residential construction and have never been the basis for denial or delay of permits for new dwelling units.

With rising costs of energy and limited supplies of such necessary resources as water, new development will be held to a consistently high standard of resource conservation and efficient energy use. Since the City operates its own electric, water and sewer utilities, the City is especially concerned about the increasing costs and diminishing supply of water and conventional energy resources.

Various methods are available to reduce the consumption of water, non-renewable energy and other limited resources:

- a) Since 1998, the City's electric utility, Silicon Valley Power, has been operating a variety of low-income, renewable energy, new energy technology, energy efficiency and conservation programs for residents and businesses in Santa Clara through the Public Benefits Program. The Public Benefits Program is funded by a 2.85% charge on all electric bills.
 - b) Free energy audits are offered to all electric utility customers.
 - c) A variety of rebates, grants, and assistance services are available to residents and businesses installing energy and water efficient systems through Silicon Valley Power's Public Benefit Program and the Santa Clara Valley Water District.
 - d) Thermal solar systems and solar electric systems are available to interested utility customers.
1. In 1975 the City of Santa Clara took a leading role in development and promotion of the use of thermal solar energy by developing the first municipal solar utility. Under this program, the City will supply, install and maintain solar water heating systems for residents and businesses within

Santa Clara, recovering the costs through monthly utility bills.

2. Since 1999 Silicon Valley Power has offered rebates to its customers for the installation of solar electric (photovoltaic) systems.
- e) The City requires drought tolerant landscaping to reduce irrigation needs. Free water conservation audits are offered through the Santa Clara Valley Water District.

As State standards (including Title 24) and other energy performance measures increase, the City will implement these for all types of energy users so as to continue to meet the needs of residential users as a priority. The City's Water Conservation and Public Benefits Programs will be continued.

3.3 HOUSING CONSTRAINTS

3.3.1 Governmental Constraints

Governmental constraints are policies, standards, requirements or actions imposed by the various levels of government upon land and housing development. Although State and Federal agencies play a role in the imposition of governmental constraints, these agencies are generally beyond the influence of local government and are therefore not significantly addressed in this document.

With continued job growth, demand for housing will increase. By 2010, the number of employees within the City is expected to increase approximately 11%, according to ABAG. Much of this growth will occur in moderate or lower income jobs in the service economy of the City, including financial, insurance and real estate, office and employment support services, and over-the-counter retail sales and food sales.

State legislation requires that localities zone sufficient sites for residential use, affordable to all economic segments, consistent with the needs identified in the local General Plan and Housing Element. With the availability of housing funds through the City's Redevelopment Agency, Santa Clara commits to make every effort to increase production and affordability. However, a number of constraints have been identified below, some of which cannot be resolved.

The City's Planning Commission will periodically evaluate and make recommendations regarding what actions can be taken to remove or mitigate these constraints to the maintenance, improvement and development of housing. Since 1992, other programs such as offering Redevelopment Agency Housing Funds for low to moderate income housing construction have also been implemented.

(a) Municipal Boundaries

The City is completely surrounded by the boundaries of other cities: San Jose on the north, east and south; and Cupertino and Sunnyvale on the west. Other than a 52 foot by 436 foot parcel on Homestead Road no other developable lands exist for annexation to the City. The City's primary new housing opportunities, therefore, must come from within the City limits and primarily through redevelopment of existing parcels.

(b) Shortage of Vacant Land

Less than three percent (313 acres) of the land in the City is undeveloped and vacant. Other than approximately sixty acres of undeveloped commercially designated land, some of which may have potential for mixed use development, only 154 acres of these are identified as appropriate for housing. Based on anticipated allowed densities and existing, this undeveloped land could accommodate 4,105 units of housing. Other constraints listed below may restrict potential use of these identified residential sites.

(c) Community Opposition to Infill Residential Development at Higher Densities

Since 1985, the City has heard some community opposition to infill residential development at higher densities than presently exist in residential neighborhoods. However, several significant affordable developments have been approved in spite of such opposition.

In 1986 the City's multi-family zoning district standards were revised to encourage higher density development on only those parcels with sufficient area to accomplish a significant landscape buffer and increased setbacks from existing residences. Only Planned Developments have been allowed latitude in design standards to accomplish maximum development densities.

The 1989 General Plan Update Community Survey found that a minority of surveyed citizens (forty percent) disagreed that "the City should encourage the development of more housing." A minority of 38 percent disagreed that "more low and moderate income housing is needed in close proximity to jobs, even if located in existing neighborhoods." More recent regional surveys indicate a growing recognition of the need for more housing in general and more affordable housing in particular. In Santa Clara, affordability for lower and moderate income households has not been the basis for any project denial since 1988.

The City will continue to strive to reach a consensus in the community as to where higher density infill residential development can be accommodated. As of the date of adoption of this Housing Element amendment to the General Plan, approximately 332 acres have been identified as appropriate for new higher density residential redevelopment. Most of this proposed mixed use redevelopment at higher densities is along El Camino Real.

By directing higher density to commercial areas and away from neighborhoods via the Mixed Use Overlay Zones, it is likely that there will be less neighborhood opposition.

(d) Land Use Controls, Development Standards, Building Codes and Enforcement

Land use controls have helped maintain the quality of the City's residential neighborhoods, consistent with community established goals. Similarly, residential development standards, such as maximum building height and minimum building setback, and other land use policies, such as minimum

percentage open space and off-street parking requirements, have not been significantly changed since 1969. This has helped ensure a consistently high standard of quality of development in all areas of the community.

The General Plan includes the following residential land use designations and densities:

Single Family Detached	1 to 8 dwelling units/acre
Single Family Attached	9 to 18 dwelling units/acre
Moderate Density	19 to 25 dwelling units/acre
Medium Density	26 to 36 dwelling units/acre
High Density	37 units to no maximum density

There are also three Mixed Use designations: Mixed Use (19 to 25 du/acre), Gateway Thoroughfare (19 to 25 du/acre), and Transit-Oriented (26 to 45 du/acre). Although commercial with residential is encouraged, stand-alone residential uses are allowed.

Allowing single family uses in multifamily zones has very little impact on the City's housing capacity. Within Santa Clara there are virtually no parcels that are currently zoned for higher density but only have a single family house. Our GIS data indicates that there are two such parcels with a total size of one half acre. If developed at their maximum allowable density, these parcels could accommodate only four more units. New single family developments in Santa Clara have reached fairly high densities because of land costs. A recent conversion of an older neighborhood commercial center, General Planned for up to 25 units per acre, was built with small lot single family at a density of 10 units per acre.

The planned mixed use and transit oriented mixed use overlay zones will not allow single family detached or attached uses. A minimum density of 19 units per acre will be required for a residential use to be allowed. These units could be for sale or for rent. Residential densities on mixed use sites are based on total lot acreage. The minimum and maximum densities are identified above. A mixed use development in Santa Clara has typically, previously consisted of two floors of housing above retail or three stories of residential behind retail. Existing mixed use developments have been rental units, although one was built to condominium standards but has not been converted.

Building height allowed in the Mixed Use Transit Oriented zone districts, if adopted as proposed by staff, will be four stories total. At least ten percent of the units will be affordable housing, if Redevelopment Agency Housing funds are available. There will be higher densities and more affordable units if the developer proposes to have a significant number of affordable units and qualifies for the Density Bonus. These concerns were considered when calculating the potential unit count.

The Zoning Ordinance establishes districts in conformance with the General Plan. The Residential Zoning District Summary Figure, lists the residential zones and the regulations in each. The Planned Development zoning district allows for both flexibility in many regulations and a mix of land uses not permitted in other zones. Most residential approvals since 1985 have been Planned Developments to achieve small lot ownership, condominium/townhome ownership and design variations in terms of setbacks, building coverage and building heights.

The Planned Development zoning district allows a mix of distinct uses on a single site and permits variations from development standards found in other existing traditional zoning districts in the City. Most often, the combination of uses that is proposed includes residential and retail commercial and/or offices. When applied to multi-family residential proposals, the discretionary allowances provide flexibility in development design standards to accommodate the need for setback reductions, increased building heights and coverage and similar design flexibility in order to accommodate a mix of uses while maintaining a suitable unit count. Percentage building coverage for recent Planned Development approvals has ranged from 30% for a two-story townhouse development to 46% for a multi-story Single Room Occupancy development.

There are a minimum number of identified housing sites that might be developed under the standard multi-family or R-3 zoning district standards. The maximum building coverage and setback standards do not restrict the cost and supply of lower-income housing. Where the parking standards might have an adverse affect, variances or modifications for reduced parking have been granted in the recent past.

The current update of the General Plan promotes higher maximum densities than previously contemplated, recognizing the demand for urban infill development and the enhanced opportunities for taking advantage of mass transit. It also increases the likelihood of keeping housing costs reasonable.

The existing Planned Development standards are flexible so as to be able to adapt to specific site constraints without reducing units of housing or adding additional cost to affordable housing units. Other than mixed use developments, most new development or redevelopment in the City is expected to be accomplished through the Mixed use overlays.

The parking requirement and General Plan density range are the only regulations that are not flexible in the PD zone. With sufficient justification, a variance can be granted to reduce the required parking. Senior housing projects, for example, have been and typically can be granted variances to allow parking at one half space per unit.

Staff has the authority to grant modifications to the parking requirement up to 25 percent. Large multifamily projects have typically been granted a ten percent parking reduction.

In this General Plan, a Zoning Ordinance Amendment has been proposed that would reduce the parking requirements for senior housing, Single Room Occupancy developments and Transit Oriented developments. Also there is a program to adopt a Mixed Use and a Transit Oriented Mixed Use overlay zones to allow residential use on commercial property designated for Mixed Use or Transit Oriented Mixed Use in the General Plan.

FIGURE 3-M:

RESIDENTIAL ZONING DISTRICT SUMMARY TABLE

RESIDENTIAL ZONING DISTRICT	PRINCIPAL USES	MINIMUM LOT SIZE (SQ. FT)	MINIMUM LOT WIDTH (FT)	YARD REQMT (FT)*	HEIGHT LIMITATIONS (FT)**	MAX. BLDG. COVERAGE	PARKING
R1-8L	Single Family	8,000	70'	20' Front 6' & 9' Side 15' St. Side 20' Rear	2 stories 25'	40%	2 covered spaces
With Accessory Unit		7,000		Subject to other requirements			1 addl space
R1-6L	Single Family	6,000	60'	20' Front 5' Side	2 stories 25'	40%	2 covered spaces
With Accessory Unit		7,000		Subject to other requirements			1 addl. space
R2-7L	Duplex	7,000	65'	20' Front 5' Side 20' St. Side	2 stories 25'	45 %	2 covered/ spaces dwelling unit
R3-18D	Low Density Multiple Dwelling	8,500	70'	20' Front 10' Side 20' St. Side 15' Rear	2 stories ** 25'	35%	1 covered + 1 uncovered space/ dwelling unit
R3-25D	Moderate Density Multiple Dwelling	8,500	70'	20' Front 10' Side * 20' St. Side	2 stories 25'	35%	1 covered + 1 uncovered space/ dwelling unit
R3-36D	Medium Density Multiple Dwelling	8,500	70'	20' Front 10' Side * 20' St. Side 20' Rear	4 stories	45%	1 covered + 1 uncovered space/ dwelling unit
PD and PD-MC	Permits a variety of uses and variations from normal standards to achieve innovative development an design goals						

* Special conditions may apply to setback requirements. Check official plan lines for maximum City rights-of-way along streets.

** Special conditions may apply to height requirements.

Since 1969, the City's land use regulations have accommodated a wide range of housing and changes in market conditions. They have not constrained new housing at densities necessary for affordability, and they are consistent with those of surrounding jurisdictions.

Since 1983, the City has accepted proposals for attached one-bedroom accessory units on all single family zoned lots of 7,000 square feet or more. There are approximately 3,800 such lots. Two covered off-street parking spaces are required for the main unit and one open parking space (behind the front setback) is required for the accessory unit. Approval is through a Use Permit process that allows for community input at a public hearing. The number of applications for these potentially affordable housing units has been less than expected (80 applications, 70 approvals). Outreach to owners of these remaining oversized lots is planned.

A new program calls for performance standards to be used to determine qualification status for the accessory unit application process. This is intended to allow more accessory units than the current Ordinance allows.

The City has adopted a Density Bonus Ordinance that complies with State law, providing for at least a 25 percent increase in density in exchange for provision of affordable units. The City has updated its Density Bonus Ordinance to eliminate the previous threshold that was lower than the State's. Planning staff informs potential applicants of the Density Bonus option.

Building Codes and their enforcement in the City are not a constraint to residential development. New construction is required to meet Uniform Building Code regulations. Existing single family, duplex and triplex units are inspected only when an owner seeks a permit for additional construction or complaints is received. Certain types of major additions require the applicant to bring the building (or part of it) up to current codes. Santa Clara's Building Permit fees are competitive with surrounding jurisdictions. . As an example, for a new single family or multi-family unit in Santa Clara there is a six cents per square foot charge per trade (plumbing, electrical and mechanical fees). In San Jose, the same trade's fees are nine cents per trade for a new single family unit and ten cents for a new multi-family unit.

The State Historic Building Code provides some flexibility in accomplishing innovative reuse of existing historic structures. In Santa Clara, such structures may not be demolished without City Council approval. Over time, it is expected that these two factors will balance out and not represent a constraint to the creation of additional housing units.

Historic properties are also potentially eligible to utilize the Mills Act program, which helps to reduce property tax liability in exchange for adequate upkeep of the structure and property.

The City continues to investigate incentive programs to allow modifications to Zoning standards in existing historic areas so as to assist in the development of new housing units and expansion of existing historic buildings.

Site improvement standards for residential development in the City, with the exception of minimum parking requirements, are not more restrictive than those in surrounding jurisdictions. The only way in which Santa Clara's parking standards are more restrictive is that 2 covered spaces (as opposed to two spaces, one of which must be covered) are required in the duplex and single family zones. At an estimated \$15.50 to \$22.70 per square foot for covered parking (exclusive of land cost), this requirement for two covered spaces adds approximately \$6,200 to \$9,080 to the cost of some dwelling units. Carports are allowed in lieu of garages in many parts of the City. Santa Clara's parking requirements for multi-family developments tend to be lower than many other jurisdictions.

Policy and program wording reflects revising the Zoning Ordinance parking standards to lessen the requirements for Senior Housing, Transit-Oriented, and Single Room Occupancy developments.

The Federal Fair Housing Act of 1998 (FHA) and the Americans with Disabilities Act (ADA) are Federal laws that are intended to assist in providing safe and accessible housing. The City of Santa Clara has the enforcement authority for State accessibility laws and regulations (California Code of Regulations (CCR) Title 24) when evaluating new construction requests. Similar to the Federal requirements, Title 24 provisions include requirements to be applied to new development requests to ensure full accessibility for the physically disabled.

Compliance with Building Codes and Title 24 may increase the cost of housing production and also impact the viability of rehabilitation of older properties required to be improved to current code standards. However, these regulations provide minimum statewide standards that the City must comply with in order to ensure safety and appropriate accessibility, unless otherwise addressed under the State Historic Building Code. The Building Inspection Division supports and enforces retrofits to provide parking, access and fixtures for the disabled.

No other governmental constraints have been identified with regards to housing for persons with disabilities. The City treats requests equally for approval of maintenance, improvement, or development of housing for all income levels and for persons with disabilities. Other than the Title 24 requirements, there is no difference in processing with regards to land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures.

The City assists with funding for the construction of ramps and similar

improvements to homes where the disabled resident lives. As no local constraints have been identified, there are no other specific programs or local efforts to remove governmental constraints for this type of housing.

The City supports innovative housing types and assistance programs for the disabled. Examples include:

- Silicon Valley Independent Living Center. Supplemental Living Center. A transitional residence designed to provide training and practice in basic living and self-support skills for persons with disabilities. Houses up to three residents for up to eight weeks each.
- Tri-Aegis Residential Services. Assisted in purchase of single family residences to house up to six persons with developmental disabilities. Most recent in August, 1991.
- Charities Housing Development. Assisted in construction of rental housing for persons with developmental disabilities. Located in Sunnyvale. Example of City's regional approach to addressing housing needs of special populations. Total of 23 units; City portion is 2 units.
- Housing Authority of Santa Clara County. Currently in development, a rental housing project of 15 units for persons with physical and developmental disabilities (Life Services Alternative Project]
- Pacific Gardens Assisted Living Project – uses RDA funding to make twenty beds affordable.

Certain licensed group homes are preempted from local review by State law. These group homes with no more than six residents and located in a residential zoning district are exempt from the City's Zoning Ordinance. Such homes frequently serve as residences for disabled people. The Zoning Ordinance's definition of "family" is consistent with judicial rulings regarding State law. A "family" can be a group of persons living together in one dwelling unit. As the City follows State standards, there is no need for a specific program.

(e) **Environmental/Infrastructure Constraints**

Environmental hazards affecting housing units include seismic, flooding, toxic and hazardous wastes, fire hazards, and noise. The following hazards may impact development/redevelopment of residential units in the City.

Seismic Hazards Like the entire Bay Area region, the City of Santa Clara is located within an area of high seismic activity. No known active fault crosses the City. Santa Clara's proximity, however, to the San Andreas fault seven miles to the west, the Hayward fault five miles to the east, and the Calaveras fault seven miles to the east, along with other more minor faults in the Valley, subjects the area to surface rupture, ground shaking and ground failure. A number of older buildings in Santa Clara have undergone seismic rehabilitation to reduce seismic risk.

Flooding Several water courses traverse the City running generally south to

north towards San Francisco Bay. Calabazas Creek and San Tomas Aquino Creek are located in the western and central part of the City respectively, with the Guadalupe River flanking the eastern City limits. These are channeled water courses designed to handle the 100 year flood. A small portion of the City's residential area is, however, still subject to flooding. While not a constraint on new development, it may add additional costs.

There is no planned additional residential development in these impacted areas, with the exception of the area westerly of the intersection of San Tomas Expressway and El Camino Real where Mixed Use development is planned. Ground floor commercial uses can be flood-proofed, but any ground-floor residential must be elevated above flood flow height. It is not possible to estimate the magnitude of the cost, according to the City's Building Inspection Division.

Hazardous Materials and Hazardous Wastes There are a number of land uses within the City that utilize hazardous materials. The majority of these are located in industrially zoned land somewhat separated from residential. The City does not have a zone district to implement the Industrial Transition general planned areas adjacent to certain residential neighborhoods. Such a zone district would restrict outdoor storage of hazardous materials, for example, so as to buffer adjacent residences. The City follows all applicable State and Federal laws with regards to hazardous waste sites or the storage and transfer of hazardous wastes. The Chemical Hazards division of the Fire Department is the local lead in decision-making regarding hazardous materials or hazardous wastes.

Fire Hazards Fire incidents within the City are rare given the City's excellent positioning and number of fire stations and building code enforcement. None the less, the City has an ongoing program to inspect multi-family residential units including checking for smoke detectors. The City's Fire Department also conducts Fire Safety programs.

Noise Residential land uses are considered some of the most sensitive to noise. The principal noise sources in Santa Clara are generated by primary transportation systems such as the freeways and expressways, State Highway 82/El Camino Real and Stevens Creek Boulevard. Rail lines also affect portions of the central and easterly part of the City. The northeastern portion of the City is impacted by noise from the San Jose International Airport and State Highways 101 and 237. Airport noise is discussed in Section 5.8 of the Environmental Element.

Infrastructure New housing demand is typically not a significant impact on City utilities. Infrastructure demands for housing are typically lower than industrial or commercial. The City has tended to oversize infrastructure historically. If there is a need to expand infrastructure to serve an affordable housing or mixed use development, the City/Redevelopment Agency may share or carry the cost. Based on review by City utility departments and

outside utility agencies, there are no anticipated restrictions on the feasibility of development of any sites in the inventory, especially for lower-income housing.

Infrastructure plans are maintained and reviewed periodically by all of the City of Santa Clara utilities (water, sewer, electric and street) to maintain adequate reserve capacity for all properties within the City and to ensure that City infrastructure is well-maintained. Infrastructure and/or capacity plans are also reviewed by outside agencies such as Pacific Gas and Electric (PG&E) and the local school districts that provide services in Santa Clara to ensure that facilities are adequate to meet existing and projected demand.

The cost of water is likely to increase due to increased demand primarily from new employment development in the north end of the City, which will result in a need to import more water and increasing water quality requirements per State and Federal law. The City's Water Utility will, however, continue to establish fair and equitable fees, rates and charges sufficient to maintain revenue and adequate water capacity for the Utility as growth continues. Adequate capacity exists in the sanitary sewer network to serve new housing demand. Adequate capacity exists at the Santa Clara-San Jose Water Treatment Plant to treat existing and projected wastewater. Additionally, the City continues to actively work with other agencies in the area to promote water conservation and the use of reclaimed water for landscape irrigation.

Silicon Valley Power, the City's Electric Utility, has generation, transmission, and distribution projects under design and/or construction or in the budget process that will continue to provide electric utility capacity and energy to meet customer demand. PG&E supplies natural gas within the City. Current demand is not projected by PG&E to increase significantly and can be accommodated.

Solid waste collection and disposal at the nearby Newby Island Landfill site is projected by the City's Street Department to be available during the time of this Housing Element. The Newby Island site also has an active Recycling Center to help local participating agencies such as Santa Clara meet State Law requirements for recycling.

Storm drainage facilities to service future housing development are not envisioned by the City's Public Works Department to require major capital expenditure. No major flood control work is needed to be undertaken by the regional Santa Clara Valley Water District within the City's boundaries. Only a small portion of the City is within any type of flood zone area as defined by the Federal Government as having shallow flood depths ranging from 1 to 3 feet. New construction such as housing in those areas is required to be built above the average flood depth and existing housing can obtain Federal Flood Insurance.

The City's Street network is essentially in place and adequate to meet projected needs in the future. Street widenings for new development would typically be the responsibility of the developer.

The City's Redevelopment Agency has an ability to help underwrite or completely cover the incremental costs of necessary infrastructure hookups such as water, sewer and road work that may be considered for affordable housing projects. The costs for hookups for market rate housing are nominal and are not considered to be significant.

The local school districts have indicated adequate school capacity to accommodate existing and projected new housing except in the north end of the community. In that area, the Santa Clara Unified School District is working with the developers of the new Rivermark housing development to share the costs for a new K-8 school. Elsewhere in the community, the school districts charge fees related to new housing and related construction sufficient to create adequate capacity at existing schools to accommodate the projected growth.

The City currently has adequate infrastructure and utilities to service new development. This is not expected to change over the next five years. In the longer term, however, the ability to expand traffic capacity is limited (See Chapter 4, Transportation Element). Further discussion on the availability of public facilities is located within the Environmental Quality and the Public Facilities and Services Elements of this General Plan.

(f) Fees and Other Exactions, Including On and Off-Site Improvements

The City and other agencies assess a number of fees that affect the development and cost of housing in Santa Clara. Utility service connection fees; upgrade of public curb, gutter and sidewalk (and sewer lateral(s) if necessary); permit fees; and dedication requirements are similar or lower compared to those in other communities in Santa Clara County and the Bay Area. In some cases, fees for street trees, drainage, and traffic mitigation are also collected. Application and building fees are minor compared to development fees.

The City notifies applicants of any school fees levied by local school districts, consistent with State law.

Development fees are not a constraint to the construction of housing affordable to senior citizens or to lower income households. For example, the fee for recreational facilities has not increased since its initial adoption in 1969. City application and processing fees are raised only in response to inflationary cost increases in providing City services and are competitive with those charged in surrounding jurisdictions. As an example, for a new single family or multi-family unit in Santa Clara there is a six cents per square foot charge per trade (plumbing, electrical and mechanical fees). In San Jose, the same trade's fees are nine cents per trade for a new single family unit and ten cents for a new multi-family unit.

In the 2002 Kosmont Cost of Doing Business Survey, Santa Clara was rated as a Very Low Cost Community.

For a typical Planned Development residential unit, the application cost would be:

- A proportional part of the Planning application fees, including \$3,200 for Rezoning of more than an acre, \$1,100 for a Tentative Subdivision map, and \$650 for Architectural Review.
- Building fees are based on a square footage equation. This encompasses plan check, building, electric, plumbing, and mechanical permit fees as well as strong motion fees. For the typical 1,600 square foot house and a 400 square foot garage, the fee would be \$3,058.31.
- No Fire Fee.
- \$3,959.16 in Development fees for the same size house.
- Santa Clara Unified School District fee are assessed at \$2.05/square foot, so for the typical home the fee would be \$3,280.
- Total fees would be in the range of \$10,800.

(g) Local Processing and Permit Procedures

Development review can affect housing costs. In Santa Clara, however, the expedited review system is in one of the quickest, most cost-effective in the County. In 1990, Planning Department processing, from initial submittal through discretionary review and building permit approval, averaged less than four months for most residential developments. A comparison survey by Zucker Systems in 1998 confirmed this and offered additional recommendations to further streamline the City's permit process.

Instead of focusing on one type of project, Santa Clara has tried to streamline its entire review process. In 1996 the City opened its Permit Center to centralize development interactions with Planning, Engineering, Building Inspection and Fire. City utilities also provide plan check/review and clearance through the Permit Center. An automated permit processing system is in place with test Internet access underway for applicants and citizens. An Interactive Voice Response (IVR) system also allows City customers to check on the status of plan checks and to request inspections.

Proposals conforming to existing zoning and development standards can obtain building permits within three months. Rezoning or a use permit can add two to three months to that time. This would involve proposed changes in densities or planned development zoning to accommodate a unique nature of development and/or individual ownership of units. The major sources of delay are the preparation of an environmental impact report, if required, and controversy at a public hearing resulting in project redesign. The only backlog delay occurs at the structural plan check for building permits. In response the City has increased its plan checking staff. If Building Inspection Division plan review becomes backlogged, large-scale developers obtain outside structural plan review assistance, at their cost, to reduce processing time. The Division also has on-call contracts with

private plan review consultants to use during periods of heavy workload.

The City does not initiate a rezoning unless it involves an existing development, is in response to the property owner's request, and is consistent with the General Plan. No fee is collected. All other rezonings are initiated by the property owner(s) and require the submission of complete, detailed plans for the proposed development accompanying the rezoning request. If adopted and applied, the overlay zone districts will be an exception to this procedure.

There are typical processing times and approval procedures for new residential projects. These apply to all types of applications, including multi-family developments and emergency shelters/transitional housing.

- For R1-6L and R1-8L Single Family residential districts, architectural review takes approximately one week for a single story addition and two-to-three weeks for second story additions as Architectural Committee review of these is required. For Low Density-, Moderate Density- and Medium Density-Multiple Dwelling zone districts, architectural referral to the Committee is required so that these may take two-to-four weeks.
- These are minimum processing times by staff/the Architectural Committee, which assume a new housing proposal meets all Zone District requirements. Three-to-five days should be added if a staff-level Modification (25 per cent or less minor variance to Zone District requirements) is required.
- Larger Variance requests would require planning Commission review and at least note and file of their minutes by the City Council which would add a minimum of approximately six more weeks to the processing time.
- Use Permits for emergency shelters/transitional housing would at a minimum require Planning Commission review and note and file of those minutes at the Council for approximately the six weeks processing time noted for variances.
- Rezoning requests would also add a minimum of six weeks to the processing time.
- Subdivision map requirements per State law typically require three weeks noticing between Commission and Council hearings, which would add one more week to the rezoning processing time (total of seven additional weeks).
- Projects involving a Negative Declaration or Mitigated Negative Declaration would typically involve a thirty day review period as required by CEQA before a Planning Commission public hearing on

the request. This could add a minimum of two additional weeks to the processing times.

- PD-Planned Development rezonings not involving a negative declaration or subdivision map would typically involve the minimum six weeks added processing times noted for general rezonings unless an EIR is required.
- Larger residential projects involving an EIR would typically add four to six months to above processing times as required by CEQA.

City processing times are fast, including for applications that include lower income units.

Planned Development projects tend to be the predominant vehicle for new housing projects in the City. This zone district is very flexible as allowed by the Zoning Ordinance and gives the Planning Commission and the City Council great flexibility in allowing a variety of designs with minimal requirements to apply for variances. The only variance typically required for residential PDs would be for parking (e.g. if a project were to request less than two parking spaces per new unit or request deficiencies in the parking dimensions). All other design, layout, massing and related issues are negotiable which helps to minimize costs.

Also, after the conceptual PD rezoning and architectural entitlements have been granted, the City often allows developers to submit structural plans for concurrent Building Permit Plan Check and Final Architectural Review by staff, thereby overlapping the review of the project by different City divisions, and shortening the amount of time the City spends reviewing a project.

The City has adopted Design Guidelines that aim to establish minimum standards for project design without discouraging quality innovation in individual project improvements. The intent of these guidelines for architectural review is to provide a manual of consistent development standards in the interest of continued maintenance and enhancement of the high-quality living and working environment of the City of Santa Clara. Through Architectural Review prior to issuance of Building Permits, the City ensures both a distinctive character and a high quality standard of development for structures and outdoor uses in all zoning districts in the City.

Additions or redevelopment in single family neighborhoods are not permitted if they are significantly inconsistent with the nature of existing development (specifically bulk, height, and setback), Zoning Ordinance regulations, and adopted Design Guidelines.

Historic preservation has become an important goal for Santa Clara, both in the approximately 1,900-acre Old Quad historic district and in the 300-

acre Agnew Village historic district.

One of the City's goals for land use development is to work towards a combination of population and production that will permit a high standard of living and a wide sharing of life's amenities.

The City's Planning Commission has periodically evaluated and made recommendations regarding what actions can be taken to remove or mitigate governmental constraints to the maintenance, improvement and development of housing.

Such efforts have included offering Redevelopment Agency Housing Funds, Density Bonuses for affordable housing, and project-specific reductions in parking requirements (e.g., for an emergency shelter and some senior housing developments). These efforts have acted as significant agents for increasing the affordability of new housing, without compromising design quality and the resulting quality of life for new residents, regardless of income.

The Redevelopment Housing program recently has been shifted from the City Manager's Office to Community Services, a division of the Planning and Inspection Department. It is anticipated that Community Services Division will be able to help affordable housing applications with earlier coordination with the Planning Division.

With the exception of new affordable infill proposals in the City's single family neighborhoods and historic districts, the City's design review process has very little impact on housing affordability. In fact, the written and oral guidelines provided to applicant's through the review process would minimize unique or extravagant costs by promoting consistency of scale and design with the surrounding structures. Conditions of approval are provided and discussed with applicants prior to action on entitlements. These conditions of approval help to guide applicants through the different stages of the entitlement and permitting process.

The City recognizes that, given tighter budget constraints and strict financing schedules, affordable housing development proposals are often more limited than market-rate housing projects, in terms of the range of design alterations that may be made to a development project toward the end of the entitlement process. To better serve developers of affordable housing, the City has been more flexible in the process of its development review by working to meet with developers early in the initial project design phase, in order to satisfy the City's more significant design criteria specifications. This early effort helps to prevent the delay of project construction toward the end of the entitlement process, which can happen if projects are continued for redesign several times, in order to correct for a community design inconsistency that could have been addressed early on in the entitlement process.

Also, after the conceptual Planned Development (PD) rezoning and architectural entitlements have been granted, the City often allows developers to submit structural plans for concurrent Building Permit Plan Check and Final Architectural Review by staff, thereby overlapping the review of the project by different City divisions, and shortening the amount of time the City spends reviewing a project.

The City's processing times are not so lengthy as to contribute significantly to the cost of development.

(h) Airport Noise and Land Use Limitations

The most relevant governmental constraint is the State-determined airport noise regulations and Airport Land Use Commission prohibitions and limitations on new housing units in that portion of Santa Clara adversely impacted by San Jose International Airport noise and Safety Zones.

The City of San Jose, since 1993, has been working with the City of Santa Clara to acoustically treat Santa Clara and San Jose homes that are adversely affected by airport noise. To date, 731 single family homes have been treated in Santa Clara along with 279 multi-family units. While this treatment program is slowing down, it is likely to continue for several more years as additional homes are affected based by growth experienced at the Airport.

3.3.2 Non-Governmental Constraints

(a) Cost of Housing

Market constraints significantly influence the cost of housing and are essential to consider when discussing affordable housing. Construction costs and fluctuating interest rates are major contributors to the ever increasing cost of housing in the San Francisco Bay Area. Land prices are typically the most significant cost as they have gone up rapidly over the past decade.

In the late 1980s, Santa Clara began to experience what other cities on the Peninsula have already experienced: existing older and smaller single family homes are being purchased, demolished or substantially altered to create much larger single family homes. This type of real estate market drives up the cost of housing faster than affordable housing programs can react.

Increasing land and construction costs can be partially offset, especially for low and moderate income housing through the City's Redevelopment Agency Housing Fund. This fund, which had an unencumbered balance of approximately \$9 million as of March 31, 2001, is projected to increase on the order of approximately \$4 million annually, with a potential cumulative total of \$25 million by 2006. These funds are available for combination with private monies, tax credits and other such programs in partnership with innovative nonprofit housing development corporations to

fund new construction or purchase and preserve existing affordable housing units.

Since the creation of the affordable housing fund in 1990, the Redevelopment Agency assisted in financing 655 Very Low Income, 362 Low Income, and 262 Moderate Income households.

(b) Availability of Financing

Interest rates for home financing and rental development have a crucial effect on the affordability of housing. Mortgage interest rates have varied widely over the past twenty years, from a high near 18 percent in 1981 to a low near 7.25 percent in 2001.

Any return of high interest rates could be somewhat mitigated through the issuance (by either the City or the County) of Tax-exempt Mortgage Revenue Bonds. These can be issued for multi-family developments with a percentage of lower income units, and for mortgage financing for first-time homebuyers.

Limitations on financing for mixed use is a constraint on the City's plans for redevelopment along El Camino Real. Lenders are not convinced of the durability of the mixed use residential market and put higher financial burdens on developers of such projects. In times of tight money or low demand, such burdens effectively make the construction of mixed use projects more difficult.

(c) Parcel Size and Multiple Ownership

Of those sites identified as appropriate for potentially providing new housing opportunities in Santa Clara, some are too small to gain approval for higher density development unless they are combined with adjacent parcels. Most of these are held by a large number of unrelated property owners and are adjacent to existing single family neighborhoods such as along El Camino Real. This combination of factors will lengthen the time required to implement this part of this Plan.

The City has revised its General Plan designations to offer additional economic incentives to some commercial properties to encourage high quality infill redevelopment that includes higher density housing in addition to commercial businesses, where appropriate. The City has revised the density of its Mixed Use designations to encourage higher densities of residential. This has resulted in additional economic incentives on multiple commercial properties.

(d) Private Landowner Decisions and Economic Environment

Private landowners cannot be compelled to build housing if they prefer other alternatives.

An economic downturn may impact new housing construction. The overall economy determines what gets built and the timing much more so than

the City or its General Plan can.

3.4 POTENTIAL HOUSING

3.4.1 Vacant and Redevelopable Sites

An analysis of land suitable for housing development is necessary to determine the availability of land to accommodate a range of housing for all income groups, and to provide for the incorporation of those sites into the General Plan and subsequent rezoning when necessary. As part of the current update of the Housing and Land Use Elements, the staff took a fresh look at all property in the City to identify additional sites for higher density residential and mixed use.

Due to the continuing rise in the value of residential land and the City's willingness to permit housing construction on appropriate non-residential parcels, there has been a significant amount of new residential property and new dwelling units created, with 2,588 new units approved between 1988 and mid 1999. Almost all of these units have been constructed. Much of this development occurred on previously non-residential land, including an 876 unit project on 30 acres previously zoned industrial, 33 acres of surplus school sites now containing almost 950 dwelling units and 1200 units on 35 acres of a golf course that was relocated to landfill.

Extensive evaluation of potential residential sites by the Planning Commission and staff has resulted in the designation of more than 185 additional acres for higher density residential or mixed use in this Plan. This creates the opportunity for at least 2,000 more dwelling units in Santa Clara than the previous General Plan.

The City will encourage the expediting of the redevelopment of these mostly commercial sites by a marketing outreach and educational effort aimed at the property owners. The City's General Plan designation is the pivotal policy decision promoting housing on these sites

Figure 3-N:

<u>Land Use Designations</u>	<u>Potential New Residential Units</u>			<u>Total Units</u>	<u>Acres</u>
	<u>1999 -06/2006</u>	<u>07/2006 -2010</u>	<u>Total 2010+</u>		
Single Family Detached (Up to 8 du/acre)	4	N/A	N/A	4	.5
Single Family Attached (9 du/acre to 18 du/acre)	213	N/A	N/A	213	15.1
Moderate Density (19 du/acre to 25 du/acre)	43	238	N/A	281	11.4
Medium Density (26 du/acre to 36 du/acre)	347	308	N/A	655	18.2
High Density (37 du/acre to no max.)	42	N/A	N/A	42	.6
Mixed Use (19 du/acre to 25 du/acre)	4,262	1,105	460	5,827	233.7
Gateway Thoroughfare Mixed Use (19 du/acre to 25 du/acre)	358	431	N/A	789	27.7
Transit Oriented Mixed Use (26 du/acre to 45 du/acre)	2,275	827	815	3,917	93.1
Medium Density &/or Parks & Recreation &/or Institutional	N/A	828	N/A	828	23
All Densities/Total	7,544	3,737	1,275	12,556	400.3

Source: City of Santa Clara Planning Department, "Vacant, Non-Vacant & Approved Sites Designated for Residential Development, January 1999-June 2006 (2001 General Plan Housing Study). These numbers are net additional housing units with construction at the maximum density allowed (without a density bonus).

Vacant Sites and Under-Utilized Sites Diagrams provide an inventory of the vacant or potentially redevelopable residential parcels within the City. These sites are designated for residential or mixed use in the updated Land Use Element. Mixed use-designated sites will be zoned with a Mixed Use overlay to enable residential development as a permitted use. Without such an overlay, housing would not be permitted without a zone change application, as most of the sites are zoned commercial or industrial. None of the commercial or industrial zones allow residential use.

A new Land Use designation will be created with this General Plan's adoption: Transit-Oriented Mixed Use. Higher densities of development are encouraged on sites near major transit points. New mixed use sites have been identified, many along El Camino Real, as shown on figures 3-O and 3-P. Some of the previously identified sites have been identified for higher density development, along with many of the new sites.

The sites identified for housing opportunities are generally commercial sites that were initially developed in the 1960's and 70's. Particularly along El Camino Real, these sites encompass one or more large parcels with one-story structures and expansive paved parking and delivery areas. Existing residential uses abutting these sites are either single-family residential uses or multi-story multi-family densities of up to 25 units per acre. Redevelopment of the identified sites with residential uses will generally enhance the land use compatibility as well as the buffer characteristics of the site from the busy commercial thoroughfare.

Four mixed use retail/residential developments have been completed since the 1990 General Plan adoption, all on previously commercial sites. Rezoning to Planned Development to permit a mix of uses was approved based on a specific development plan. The General Plan designations for Mixed Use and Transit-Oriented Mixed Use as well as the new Mixed Use and Transit-Oriented Mixed Use Overlay Zones are the best signals to the private sector that the addition of residential uses is appropriate. Based on the ongoing level of interest and activity, the City is confident that it can continue to rely on private developers to initiate new development proposals. The City will assist in this effort by the overlay designation and by conducting a marketing outreach to property owners of mixed use designated properties.

Figure 3-O:

Vacant Sites

LEGEND

-  RESIDENTIAL
-  MIXED USE
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC FACILITY
-  OPEN SPACE



Planning Division

Figure 3-P:

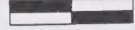
New Housing Sites

LEGEND

-  MIXED USE
 OTHER



0 0.25 0.5 Miles



Planning Division

In the pipeline for building permits, as of December 1, 2001, were several different developments totaling 1,326 new units. These include the Citation II development with 173 single family units (8 BMR units for moderate income households), 42 apartments in a transit-oriented development near the Lawrence CalTrain Station (with 4 units to be affordable to lower income households), 25 attached homes on Scott Boulevard (2 moderate income units) and 228 apartments on Flora Vista. The first phase of the Rivermark development totals 299 attached single family units and 136 detached single family units. Two hundred affordable apartments for very low income families or individuals are being built by the Santa Clara County Housing Authority adjacent to Rivermark.

The 1,326 pending residential units also includes the Riverwood development: 71 affordable family apartments and 148 affordable Single Room Occupancy units, both located at a Tasman Light Rail Station and designed for very low or lower income individuals and families

Rivermark Development

In 1997, the City Council approved a General Plan amendment for the surplus State owned Agnews Developmental Center allowing for a large mixed use project on its 320 acres. In 2000, a more detailed Rivermark development was approved for 3020 housing units, a neighborhood shopping center, school, branch library and park.

The Agnews-Rivermark Master Community Plan contemplates an overall net density not to exceed 25 units per acre over the 210-acre site. The Master Community Plan (MCP) includes retail commercial and office uses, a K-8 school, a police substation, a new fire station, parks and a branch library, as well as residential uses. Residential densities are required to provide up to 3,020 units, but not less than 2,410 units at buildout in the approved zoning plan and Development Agreement. Dwelling types include detached single family homes on small lots at 5-18 units/acre, medium density attached or clustered units at 14-25 units/acre and high density medium to high rise apartments or condominiums at 22-50 units/acre on designated planning areas. In addition, there are mixed use areas designated that may accommodate up to 50 units per acre in conjunction with commercial development. Up to 1,552 of the possible 3,020 units could be high-density type housing units in the plan.

The initial phase of residential construction included a 33 unit homeless family apartment complex and a 450 unit apartment with 90 units designated for very low income households. Twenty-three of the very low income units are for the developmentally disabled, keeping with the mission of the Developmental Center. Future construction will include an affordable 100 unit family housing project and an affordable 100 unit senior housing project, both to be built by the Housing Authority of Santa Clara County with the assistance of the City's Redevelopment Agency. An 18 unit transitional housing facility for homeless families is now under construction as well. The Emergency Housing Consortium is building the transitional housing with financing from the State of California and the City's Redevelopment Agency.

Private homebuilders will be constructing Rivermark's single family and multifamily market housing in phases beginning in 2001. Depending on demand, build out of the property will probably take three to six years. The developers will be financing the parks and much of

the new school, while the City will construct the library and a new fire station on land donated by the developer.

3.4.2 Affordable Residential Development

Of the 7,562 potential new dwelling units to be added to the City during the period January 1999 through June 2006, 484 have already been issued final occupancy permits as of December 2000. This leaves 7,078 potential dwelling units that could be used to meet the City's Fair Share housing requirements through the year 2006. Seventeen percent of the units would need to be designated for very low income households, eight percent would need to be designated for low income households, and twenty-three percent would need to be designated for moderate income households. This represents 48% of the potential new housing units in the City, in order to meet the ABAG identified Fair Share housing requirements. It is the policy of the City of Santa Clara to disperse any such low income housing units throughout the City, based on the inventory of available housing sites identified previously, so as to not concentrate such units in any one neighborhood. All identified housing sites are appropriate for affordable housing.

The City created the University Redevelopment Project in the 1960's and the Bayshore North Project in 1972. Under the requirements of State Redevelopment law, the Agency created the Affordable Housing Fund in 1990 to administer the twenty percent housing set aside from the tax increment revenues. Guidelines were approved to generally monitor the uses of these funds; no more than 10% for administration, 5% for the homeless, 15% for mortgage assistance, 30% for seniors and 40% for affordable housing development. The latest Five Year Implementation Plan for the Agency summarizes the accomplishments of the Housing Fund through 1998-99. Appropriations from the fund exceeded \$35 million dollars. Administration cost only 2%, 12% was spent on the homeless, 25% on mortgage assistance, 19% for seniors and 42% on affordable housing development.

To expedite the processing of new low income developments, RDA funds can be used to fund third-party plan-check assistance.

The Affordable Housing Fund has targeted the most needy sectors of the housing market. Of the 1,279 new and existing housing units that received Redevelopment Agency assistance from 1990 through March 2001, 51% are designated for very low income households, 28% for low income and 21% for moderate income.

It is estimated that at a two percent rate of annual growth in property taxes, the Redevelopment Agency's Housing Fund will have accumulated an additional 16 million dollars through 2006. Agency funds are always leveraged with other governmental or private dollars for maximum affordable benefit. Recent projections of the long term growth of the tax increment were optimistic in the face of the recession of 2001-02. However, even with limited increased assessed value in the project areas, \$3.8 million annually can be expected for the Affordable Housing Fund.

The City will continue to make available Redevelopment Agency Housing funds to assist in the development of needed housing for low and moderate income households. Special attention will be given to the needs of existing Santa Clara residents and households. The City Council/Redevelopment Agency has approved the Planning

Commission's recommendation that the portion of the Redevelopment monies allocated for housing be increased from twenty percent to thirty percent. Projections of tax increment revenues indicate that sufficient Redevelopment Housing Fund monies will be available to fund the programs identified in this Element.

In 1999, the County of Santa Clara with support from private groups such as the American Electronics Association, Community Foundation of Silicon Valley and the Silicon Valley Manufacturing Group entered into a joint commitment to develop an affordable County-wide housing fund with an initial capitalization of twenty million dollars. Public and private entities have committed over twenty million dollars as of July 2001. The City of Santa Clara allocated \$500,000 of Redevelopment Agency funds towards this Housing Trust. The Housing Trust Fund will be an additional funding source for affordable housing.

The City's Zoning Ordinance now complies with State density bonus requirements with regard to the creation of new affordable housing units. City staff notifies housing developers of the density bonus opportunity.

3.4.3 Quantified Objectives

The 2001 General Plan Housing Study lists sites where additional housing can be built. This Housing Study was based on a detailed parcel by parcel evaluation by staff under the guidance and review of the Planning Commission.

The following table of "Sites Designated for Residential Development, January 1999-June 2010" indicates that up to 10,308 new units could be built in Santa Clara by 2010. Adding these potential units to those existing in 2000, would result in a 2010 City total of 50,036 housing units, compared to the ABAG 2000 projection of 42,100 households. This 16 percent increase in potential units would in large part be possible as a result of the 3,100 units approved in the Rivermark development on the City's northside as well as the new mixed use sites and increased densities identified.

During the time frame of the current regional housing needs determinations (January 1999 - June 2006), an estimated 7,562 new dwelling units could be added to the City. Besides Rivermark's 3,100 units and the other 800-plus units already approved, these would include several sites on El Camino Real in the mixed use designations. Accomplishment of the total number is dependent on the overall economy and the actions of property owners and developers.

Vacant land is scarce in Santa Clara. Of the 75 identified potential housing sites, only 14 are vacant but have a potential for 1,131 housing units.

According to the 2001 General Plan Housing Study, fifty of the sites or 309.2 acres have been identified for potential development by 2010 as potential mixed use development sites. Of these, twelve or over 69 acres have been identified as appropriate for an increase in current General Plan densities due to their proximity to major transit points. Most of these same mixed use sites serve as potential sites for emergency shelter facilities and transitional housing, due to the existing, underlying zoning. Program 11 in the Housing Element calls for creation of a new Mixed Use Overlay Zone and Transit-Oriented Mixed Use Overlay Zone as companion districts to the Mixed Use and Transit-Oriented Mixed Use General Plan designations. This Overlay Zone would allow residential uses by

right, replacing the current process in mixed use districts which requires discretionary approval through Planned Development zoning. The adoption timeframe for the Land Use Element designation for Mixed Use is mid 2002.

As Santa Clara is largely built out, all housing sites will be infill sites. There are no City restrictions that would prevent development of these housing sites within the 2002-2010 period. Santa Clara is supportive of housing development and actively works with property owners and developers to achieve projects that will be acceptable to the Council and community. Infrastructure, public facilities and services are available for all sites identified in the 2001 General Plan Housing Study, as identified. An overlay zoning approach is proposed as a housing program to designate mixed use sites prior to specific development plans.

The major factor influencing the pace of housing development is the general economic condition of the area. Without an adequate market demand for housing and a private sector supply, the potential housing units in this General Plan will not be realized. Depending on interest rates, national economic trends, the health of local high tech industries, and the acceptance of neighborhoods, the City could meet ABAG's Total Projected Housing Needs of 6,339 dwelling units for the January 1999-June 2006 period.

From January 1999 through June 2006, the number of low and moderate income units expected to be rehabilitated is estimated to be 350. City supported rehabilitation efforts will concentrate on affordable housing units and identified historic structures.

To more directly address the past low level of housing production compared to our regional need, a construction policy has been added to the Housing Element with an explicit objective to achieve the current Regional Housing Need. Influences beyond City control, such as economic conditions and property owner decisions, will influence the degree of success in achieving this objective.

Quantified objectives for new construction, as well as rehabilitation and conservation, are delineated in the next section of the Element: 3.5 - Goals and Objectives.

Following is an explanation of the zoning districts, in relation to the following Figure 3-R Vacant and Approved Sites Designated for Residential Development. If the current zoning district would allow the uses identified by the General Plan Land Use Designation, then that zoning is underlined in Figure 3-R & 3-S.

Figure 3-Q

Allowed Uses by Zoning Districts in Figures 3-R & 3-S

<u>Zoning District</u>	<u>Principal Uses</u>	<u>Residential Use Allowed?</u>
A	Agricultural, Single Family	Yes
B	Public Uses	No
CN	Neighborhood Commercial Retail, Professional Office	No
CD	Downtown Commercial, Retail, Office	No
CT	Commercial Thoroughfare, Retail, Office	No
ML	Light Industrial Office	No
PD	Planned Development	Yes
PD-MC	Planned Development - Master Community	Yes
R1	Single Family,	Yes
R3-18D	Low Density Multiple Dwelling	Yes
R3-25D	Moderate Density Multiple Dwelling	Yes
R3-36D	Medium Density Multiple Dwelling	Yes
<u>Proposed Zoning Districts</u>		
MU	Mixed Use Overlay	Yes
TOMU	Transit Oriented Mixed Use Overlay	Yes

(2001 GENERAL PLAN HOUSING STUDY)

	Site Address And /or Location	Site APN(s)	Proposed/Existing General Plan	Existing Zoning/ Combined Zoning	Existing Uses	Net Acres	Existing Housing Units	Potential Net Units 01/99-6/06	Capacity
1	1386 El Camino Real	269-03-065	19-25 d.u./acre Gateway Mixed Use**	CT	V	0.2	0	6	6
2	SW corner of Monroe St & El Camino Real	269-03-129	19-25 d.u./acre Gateway Mixed Use**	R1	V	0.4	0	11	11
3	SE corner Monroe St & El Camino Real	269-03-130	19-25 d.u./acre Gateway Mixed Use**	R1	V	0.2	0	5	5
4	1489 Monroe St	269-03-086	19-25 d.u./acre Gateway Mixed Use**	CT	V	0.2	0	4	4
5	SW corner of Main St & El Camino Real	269-05-084	19-25 d.u./acre Gateway Mixed Use**	R1	V	0.8	0	26	26
6	SW corner of Washington and El Camino Real	269-05-016, 085, 087	19-25 d.u./acre Gateway Mixed Use**	<u>PD</u>	V	0.4	0	42	42
7	East side of Maryann Dr 68' south of Anna Drive	290-08-040	1-8 d.u./acre SFD	R1	V	0.2	0	1	1
8	1145 Jackson Street	269-15-040, 056, 058	1-8 d.u./acre SFD	R3-25D, R3-36D	V	0.1	0	1	1
9	West side of Pomeroy Ave. 200' North of Brookdale Drive	290-44-010	1-8 d.u./acre SFD	A	V	0.2	0	2	2
10	E. side of Cheeney St 150' South of Agnew Rd	104-12-025, 026	18 d.u./acre SFA	R1	V	0.5	0	9	9

*Potential Net Units are based on General Plan Density of net Acres. **Gateway Mixed Use=25 d.u. /acre. ***Except for approved projects noted, the actual number of units will be decided through a specific development review process. Infrastructure is adequate for all sites. Net Units are based on approved projects as of 06/29/01. MCP=Master Community Planned Development, V=Vacant, R=Residence, SFD=Single family Residence, B=Public Quasi, CT=Commercial Thoroughfare, CD=Downtown Commercial, A=Agricultural, MU=Mixed Use, TRANS=Transit Oriented Development.

3-R VACANT AND APPROVED SITES DESIGNATED FOR RESIDENTIAL DEVELOPMENT, JANUARY 1999-DECEMBER 2010

	Site Address And /or Location	Site APN(s)	Proposed/Existing General Plan	Existing Zoning/ Combined Zoning	Existing Uses	Net Acres	Existing Housing Units	Potential Net Units 01/99-06/06	Capacity
11	SW corner Lick Mill & Tasman Drive	part of 097-05-107	26-36 d.u./acre Medium	<u>PD-R3-36</u>	V	4.3	0	219	219
12	North of Montague Expwy Agnew Rd to Lick Mill Blvd	097-08-052, 053,055	19-25 d.u./acre Mixed-Use	<u>PD-MC</u>	Rivermark ***	92.6	0	2,314	2,314
13	NW corner of Agnew Rd & Montague Expwy	097-08-057	39 d.u./acre Mixed-Use	<u>PD-MC</u>	Rivermark ***	10.5	0	409	409
14	E.side of Lick Mill Blvd South of Hope Drive	097-08-045	25 d.u./acre Mixed-Use	<u>PD-MC</u>	Rivermark ***	9.2	0	229	229
15	NE corner of Montague Expwy & Lick Mill Blvd	097-08-023	25 d.u./acre Mixed-Use	<u>PD-MC</u>	Rivermark ***	5.8	0	144	144
16	Extension of Bassett St to the East, Esperanca Ave. to North 3rd St to South & Fuller St to the West	104-09-002-007, 010-014, 016-019, 022-023, 027-030	9-18 d.u./acre SFA	<u>PD</u>	Under Construction	13.0	0	175	175
17	346 feet south of El Camino Real. East side of Flora Vista Ave	290-01-137	26-36 d.u./acre Medium	<u>PD</u>	Mobile Home Park	6.5	100	128	128
18	West side of Scott Blvd 400 feet north of Homestead Road	290-35-076	9-18 d.u./acre SF Attached	<u>PD</u>	V	1.6	0	29	29
19	2635 French Street	216-26-036, 074	66 d.u./acre High Density	<u>PD</u>	Commercial	.6	0	42	42
	>>>>>>>>>>>> >>>>>>>>>>>>		TOTALS		>>>>>>>> >>>>>>>>			3,796	3,796

*Potential Net Units are based on General Plan Density of net Acres. **Gateway Mixed Use=25 d.u./acre. ***Except for approved projects noted, the actual number of units will be decided through a specific development review process. Infrastructure is adequate for all sites. Net Units are based on approved projects as of 06/29/01. MCP=Master Community Planned Development, V=Vacant, R=Residence, SFD=Single family Residence, B=Public Quasi, CT=Commercial Thoroughfare, CD=Downtown Commercial, A=Agricultural, MU=Mixed Use, TRANS=Transit Oriented Development.

3-S UNDER-UTILIZED SITES DESIGNATED FOR RESIDENTIAL DEVELOPMENT, JANUARY 1999-DECEMBER 2010

(2001 GENERAL PLAN HOUSING STUDY)

	Site Address And /or Location	Site APN(s)	Proposed/Existing General Plan	Existing Zoning/ Combined Zoning	Existing Uses	Net Acres	Existing Housing Units	Potential Net Units 01/99-06/06	Potential Net Units 07/06-12/10	Reserve Net Units 2010+	Capacity
20	NW corner of Halford Ave & El Camino Real	213-35-003, 032,035	19-25 d.u/acre Mixed-Use	CC/MU	Commercial/ Apartments	5.9	81	N/A	N/A	67	67
21	NW corner of Lawrence Expwy & El Camino Real	213-34-004, 005, 008,010, 011, 012, 013	26-45 d.u/acre Mixed-Use Trans.***	CC/TOMU	Commercial	9.9	0	N/A	N/A	446	446
22	NE corner of Lawrence Expwy & El Camino Real	220-03-010	26-45 d.u/acre Mixed-Use Trans.***	CC/TOMU	Shopping Center	10.6	0	477	N/A	N/A	477
23	228 feet East of Flora Vista on the North Side of El Camino Real	220-02-020, 045, 046	26-45 d.u/acre Mixed-Use Trans.***	CT/TOMU	Commercial Motel	2.5	0	113	N/A	N/A	113
24	SW corner of Lawrence Expwy & El Camino Real	313-06-002, 004	26-45 d.u/acre Mixed-Use Trans.***	CC/TOMU	Commercial Retail	12.6	0	567	N/A	N/A	567
25	NE corner of Pomeroy Ave & El Camino Real	220-01-054, 055, 056	19-25 d.u/acre Mixed-Use	CT/MU	Commercial Retail	8.2	0	205	N/A	N/A	205
26	NE corner of Calabazas Blvd & El Camino Real	220-32-054, 056,057, 058, 059	19-25 d.u/acre Mixed-Use	CT/MU	Commercial Retail	5.6	0	140	N/A	N/A	140
27	NW corner of Bowers Ave & El Camino Real	220-31-075, 077, 078, 079, 080, 082,083	19-25 d.u/acre Mixed-Use	CT/MU	Commercial Retail	5.0	5	120	N/A	N/A	120
28	NW corner of Morse Ln & El Camino Real	216-01-008, 050, 051, 052, 054	19-25 d.u/acre Mixed-Use	CT/MU	Commercial Retail	5.4	0	135	N/A	N/A	135
29	Northside of El Camino Real, 80 feet East of Morse Ln	216-01-041, 047	19-25 d.u/acre Mixed-Use	CT/MU	Commercial Retail	2.1	1	52	N/A	N/A	52
30	NW corner of Scott Blvd & El Camino Real	224-15-018, 033	26-45 d.u./acre Mixed-Use	CC/MU	Community Shopping Center	4.7	0	169	N/A	N/A	169

*Potential Net Units are based on General Plan Density of net Acres. **Gateway Mixed Use=25 d.u. /acre. ***Except for approved projects noted, the actual number of units will be decided through a specific development review process. Infrastructure is adequate for all sites. Net Units are based on approved projects as of 06/29/01. MCP=Master Community Planned Development, V=Vacant, R=Residence, SFD=Single Family Residence, B=Public Quasi, CT=Commercial Thoroughfare, CD=Downtown Commercial, A=Agricultural, MU=Mixed Use, TRANS=Transit Oriented Development.

CHAPTER THREE – HOUSING ELEMENT

3-S UNDER-UTILIZED SITES DESIGNATED FOR RESIDENTIAL DEVELOPMENT, JANUARY 1999-DECEMBER 2010

(2001 GENERAL PLAN HOUSING STUDY)

	Site Address And /or Location	Site APN(s)	Proposed/Existing General Plan	Existing Zoning/ Combined Zoning	Existing Uses	Net Acres	Existing Housing Units	Potential Net Units 01/99-06/06	Potential Net Units 07/06-12/10	Reserve Net Units 2010+	Capacity
31	600 feet West of the NW corner of Scott Blvd. & El Camino Real	224-15-027, 032	26-45 d.u./acre Mixed-Use	CT/MU	Commercial Retail	1.8	0	N/A	65	N/A	65
32	SW corner of Kaiser Drive & Kiely Blvd	290-26-024	26-36 d.u./acre Medium &/or Parks & Recreation &/or Institutional	OG	Hospital/ Medical Center	23.0	0	N/A	828	N/A	828
33	NW corner of Flora Vista Ave & Granada Ave	290-01-123	26-45 d.u./acre Mixed-Use Trans.***	B/TOMU	State DMV Office	3.2	0	115	N/A	N/A	115
34	200 feet East of NE corner of Scott Blvd & El Camino Real to Lincoln	224-20-094, 095,096 224-49-008, 009, 010, 012	19-25 d.u./acre Gateway Mixed-Use	CT	Commercial Retail Office	5.8	0	N/A	145	N/A	145
35	N Side of El Camino Real. Northeast corner of Jackson to Lafayette	224-26-012, 055, 058, 060, 066, 065, 224-28- 035,036 037, 039, 048	19-25 d.u./acre Gateway Mixed-Use	CT, R3-36D	Commercial Retail/Apts	5.9	0	N/A	148	N/A	148
36	NE corner of Lafayette St & El Camino Real to De La Cruz Overpass	224-29-041, 038, 034, 012	19-25 d.u./acre Gateway Mixed Use	CT	Commercial Retail	1.1	0	N/A	26	N/A	26
37	SW corner of El Camino Real & Pomeroy	290-02-087, 092, 094, 095, 096, 098, 099, 100, 101, 102, 103, 104, 105	19-25 d.u./acre Mixed-Use	CT, R3-25D/MU	Commercial Retail/Apts	6.1	0	N/A	153	N/A	153
38	South side of El Camino Real. Scott to Lincoln	269-01-081, 082, 085	19-25 d.u./acre Gateway Mixed Use	CT	Commercial Retail	2.7	0	68	N/A	N/A	68

*Potential Net Units are based on General Plan Density of net Acres. **Gateway Mixed Use=25 d.u./acre. ***Except for approved projects noted, the actual number of units will be decided through a specific development review process. Infrastructure is adequate for all sites. Net Units are based on approved projects as of 06/29/01. MCP=Master Community Planned Development, V=Vacant, R=Residence, SFD=Single Family Residence, B=Public Quasi, CT=Commercial Thoroughfare, CD=Downtown Commercial, A=Agricultural, MU=Mixed Use, TRANS=Transit Oriented Development.

(2001 GENERAL PLAN HOUSING STUDY)

	Site Address And /or Location	Site APN(s)	Proposed/Existing General Plan	Existing Zoning/ Combined Zoning	Existing Uses	Net Acres	Existing Housing Units	Potential Net Units 01/99-06/06	Potential Net Units 07/06-12/10	Reserve Net Units 2010+	Capacity
39	South side of El Camino Real. Monroe to east side of Main St.	269-05-011, 056, 058	19-25 d.u./acre Gateway Mixed Use	CT	Commercial Retail	0.9	0	23	N/A	N/A	23
40	South Side of El Camino Real & Lincoln to SW corner of Jefferson & El Camino Real	269-03-051, 004, 006	19-25 d.u./acre Gateway Mixed Use	CT	Commercial Retail	0.9	0	22	N/A	N/A	22
41	SE corner of Lawrence Expwy & El Camino Real	290-01-115, 116, 117	26-45 d.u./acre Mixed-Use Trans.***	CT/TOMU	Commercial Retail	2.6	0	117	N/A	N/A	117
42	SW corner of Flora Vista Ave & El Camino Real	290-01-113, 114	26-45 d.u./acre Mixed-Use Trans.***	CT/TOMU	Commercial Retail	1.7	0	77	N/A	N/A	77
43	339 feet East of Flora Vista Ave on south side of El Camino Real	290-01-125	26-45 d.u./acre Mixed-Use Trans.***	PD/TOMU	Apartments	2.3	48	N/A	N/A	34	34
44	594 feet East of Flora Vista Ave on south side of El Camino Real	290-01-136	26-45 d.u./acre Mixed-Use Trans.***	CT/TOMU	Commercial Retail	2.3	0	89	N/A	N/A	89
45	SE corner of Kiely Blvd & El Camino Real	290-06-020, 021	26-45 d.u./acre Mixed-Use Trans.***	CC/TOMU	Community Shopping Center	14.4	0	N/A	518	N/A	518
46	SE corner of El Camino Real & Calabazas Blvd	290-04-002-005, 045	19-25 d.u./acre Mixed-Use	CT/MU	Commercial Retail	3.3	0	N/A	83	N/A	83
47	Benton to Harrison between the Alameda & El Camino Real	230-07-002, 004 009, 010, 013-015, 029, 031, 034, 038, 053, 059	19-36 d.u./acre Gateway Mixed Use	CT, R3-25D	Commercial Retail	4.7	0	169	N/A	N/A	169
48	Both side of Franklin between Jefferson & Monroe	269-20-020, 021 036, 037, 038, 039, 078, 079, 83, 085, 086	19-25 d.u./acre Mixed-Use	CT/MU	Commercial Retail	3.0	0	N/A	75	N/A	75

*Potential Net Units are based on General Plan Density of net Acres. **Gateway Mixed Use=25 d.u./acre. ***Except for approved projects noted, the actual number of units will be decided through a specific development review process. Infrastructure is adequate for all sites. Net Units are based on approved projects as of 06/29/01. MCP=Master Community Planned Development, V=Vacant, R=Residence, SFD=Single Family Residence, B=Public Quasi, CT=Commercial Thoroughfare, CD=Downtown Commercial, A=Agricultural, MU=Mixed Use, TRANS=Transit Oriented Development.

CHAPTER THREE – HOUSING ELEMENT
3-S UNDER-UTILIZED SITES DESIGNATED FOR RESIDENTIAL DEVELOPMENT, JANUARY 1999-DECEMBER 2010
(2001 GENERAL PLAN HOUSING STUDY)

	Site Address And /or Location	Site APN(s)	Proposed/Existing General Plan	Existing Zoning/ Combined Zoning	Existing Uses	Net Acres	Existing Housing Units	Potential Net Units 01/99-06/06	Potential Net Units 07/06-12/10	Reserve Net Units 2010+	Capacity
49	West side of the Alameda from Benton to Fremont	269-16-081, 082, 083	19-25 d.u/acre Mixed-Use	CT/MU	Commercial Retail	1.6	0	N/A	40	N/A	40
50	South side of El Camino Real, East of Las Padres	290-10-031, 068, 072, 078, 090, 091	19-25 d.u/acre Mixed Use	CT/MU	Community Retail	6.1	0	N/A	152	N/A	152
51	South side of El Camino Real. Westerly of Buchanan	290-46-001, 002, 003	19-25 d.u/acre Mixed Use	CT/MU	Commercial Retail	3.5	0	87	N/A	N/A	87
52	NE corner of Lawrence Expwy & Granada Ave	290-01-122	26-45 d.u/acre Mixed Use Trans.***	PD(OG)/ TOMU	Prof. Office Banks Clinics	9.3	0	N/A	N/A	335	335
53	SW corner of Market & the Alameda	269-38-108	19-25 d.u/acre Mixed-Use	CT/MU	Open Parking	0.7	0	N/A	18	N/A	18
54	NE corner of Lawrence Expwy & Monroe	216-25-006	26-45 d.u/acre Mixed-Use Trans.***	MP/TOMU	Industrial Office	16.0	0	720	N/A	N/A	720
55	N side of El Camino Real & Lincoln to Monroe	224-48-002, 004-006, 011-013	19-25 d.u/acre Gateway Mixed-Use	CT/MU	Commercial Retail	3.2	0	80	N/A	N/A	80
56	SE corner of Hogan Drive & Lafayette	097-17-128	19-25 d.u/acre Mixed-Use	CN/MU	Commercial Neighborhood	3.1	0	N/A	78	N/A	78
57	Benton to Homestead between Jackson & Lafayette	269-22-072, 088, 089, 093, 094	19-25 d.u/acre Mixed-Use	CD/MU	Commercial Retail	8.1	0	N/A	N/A	203	203
58	Triangle bounded by San Tomas Expwy, Pruneridge & Saratoga Avenue	294-01-004-008, 010, 011, 013	19-25 d.u/acre Mixed-Use	CN/MU	Commercial Neighborhood	7.6	0	N/A	N/A	190	190

*Potential Net Units are based on General Plan Density of net Acres. **Gateway Mixed Use=25 d.u./acre. ***Except for approved projects noted, the actual number of units will be decided through a specific development review process. Infrastructure is adequate for all sites. Net Units are based on approved projects as of 06/29/01. MCP=Master Community Planned Development, V=Vacant, R=Residence, SFD=Single Family Residence, B=Public Quasi, CT=Commercial Thoroughfare, CD=Downtown Commercial, A=Agricultural, MU=Mixed Use, TRANS=Transit Oriented Development.

(2001 GENERAL PLAN HOUSING STUDY)

	Site Address And /or Location	Site APN(s)	Proposed/Existing General Plan	Existing Zoning/ Combined Zoning	Existing Uses	Net Acres	Existing Housing Units	Potential Net Units 01/99-06/06	Potential Net Units 07/06-12/10	Reserve Net Units 2010+	Capacity
59	310 feet south of Monroe on the west side of Pacific Drive	220-18-037	19-25 d.u./acre Moderate	B	Educational Childcare	1.7	0	43	N/A	N/A	43
60	SW corner of Scott Blvd & El Camino Real	290-10-028, 075, 076, 073	19-25 d.u./acre Mixed-Use	CC/MU	Office Commercial Retail	21.2	0	160	370	N/A	530
61	West side of Alameda, Harrison to Lewis and SW corner of Harrison Street and Alameda	269-06-057, 058, 059, 269-16-069, 070, 071	19-25 d.u./acre Mixed-Use	CT,ML/MU	Commercial Thoroughfare/ Light Industrial	1.0	0	N/A	25	N/A	25
62	South Westerly of corner of Warburton Ave & Lincoln St	224-49-001, 005	26-36 d.u./acre Medium	OG,B	Church/ Office	3.0	0	N/A	108	N/A	108
63	South of Newhall St 110 feet East of Washington St	274-03-051	19-25 d.u./acre Moderate	OA,CN	Office	0.4	0	N/A	10	N/A	10
64	SE corner of St. Lawrence Dr & Lawrence Rd	220-04-007	26-36 d.u./acre Medium	R3-36D	Offices	3.2	0	N/A	115	N/A	115
65	South side of Warburton Ave 135 feet East of Scott	224-20-027, 055	26-36 d.u./acre Medium	OG, R3-36D	Nursery Retail R, Office	1.2	16	N/A	27	N/A	27
66	SW Corner of Alpine and El Camino Real	290-04-006,007	19-25 d.u./acre Mixed Use	CT/MU	Commercial	3.5		N/A	88	N/A	88
67	110 feet NE of Lafayette and El Camino Real to the Railroad	224-29-007-010, 224-29-016-018, 021-023, 026, 030, 032, 033, 034	19-25 d.u./acre moderate	CT, ML	Commercial, Industrial, Residential	9.3	5	N/A	228	N/A	228
68	SW Corner of Kiely and El Camino Real	290-05-053, 055, 060, 074, 076, 077	26-45 d.u./acre Mixed Use Trans.***	CT/TOMU	Commercial	5.7	0	N/A	204	N/A	204

*Potential Net Units are based on General Plan Density of net Acres. **Gateway Mixed Use=25 d.u./acre. ***Except for approved projects noted, the actual number of units will be decided through a specific development review process. Infrastructure is adequate for all sites. Net Units are based on approved projects as of 06/29/01. MCP=Master Community Planned Development, V=Vacant, R=Residence, SFD=Single Family Residence, B=Public Quasi, CT=Commercial Thoroughfare, CD=Downtown Commercial, A=Agricultural, MU=Mixed Use, TRANS=Transit Oriented Development.

3-S UNDER-UTILIZED SITES DESIGNATED FOR RESIDENTIAL DEVELOPMENT, JANUARY 1999-DECEMBER 2010

	Site Address And /or Location	Site APN(s)	Proposed/Existing General Plan	Existing Zoning/ Combined Zoning	Existing Uses	Net Acres	Existing Housing Units	Potential Net Units 01/99-06/06	Potential Net Units 07/06-12/10	Reserve Net Units 2010+	Capacity
69	Benton to Franklin Lafayette to Alviso	269-23-015-019, 021, 023, 026- 030, 060, 067,	19-25 d.u./acre Mixed-Use	CD, CT/MU	Commercial Retail	2.3	0	N/A	57	N/A	57
70	Benton to Franklin Alviso to the Alameda	269-23-034, 038- 042, 044-047, 060, 061, 066, 068, 069	19-25 d.u./acre Mixed-Use	CD, CT/MU	Commercial Retail	2.6	0	N/A	64	N/A	64
71	Benton to Franklin The Alameda to Sherman	230-08-001-007, 009, 010-015, 017, 066	19-25 d.u./acre Gateway Mixed-Use	R1-6L, CT	Residential/ Commercial	2	0	N/A	49	N/A	49
72	Benton to Franklin Sherman to El Camino Real	230-08-018, 019, 020, 021, 027- 033	19-25 d.u./acre Gateway Mixed-Use	PD, CT, ML, R1, R3	Planned Development, Commercial, Industrial/ Residential	2.5	0	N/A	63	N/A	63
	>>>>>>>>>>>>>>>> >>>>>>>>>>>>>>>>	>>>>>>>>>>>> >>>>>>>>>>>>	TOTALS		>>>>>>>>>>>> >>>>>>>>>>>>	>>>>>>>>>>>> >>>>>>>>>>>>	>>>>>>>>>>>> >>>>>>>>>>>>	3,748	3,737	1,275	8,760

The BAREC property, located at 90 N. Winchester Boulevard, is also designated for moderate density residential development. It is omitted from this table in anticipation of more detailed planning by the City in the near future. Its omission should not prejudice subsequent land use decisions by the City, which considers this site an important opportunity for housing.

Figure 3-T indicates the amount of land to be redesignated and the zoning and the residential capacity resulting from the changes.

Figure 3-T

Proposed General Plan Land Use Designations

<u>General Plan Land Use Redesignation?</u>	<u>Zoning Overlay Proposed?</u>	<u># of acres</u>	<u># of Dwelling Units Proposed</u>
<u>Yes:</u>			
To Mixed Use	(MU)	52.2	1,227
To Transit Oriented Mixed Use	(TOMU)	96.6	3,725
To Moderate	No	9.3	228
To Medium	No	23.0	828
<u>No:</u>			
Designated Mixed Use	(MU)	95.5	2,308
Designated & Zoned Mixed Use	No	118.1	3,096
Designated Gateway Mixed Use	No	28.7	960
Designated High Density	No	0.6	42
Designated Moderate	No	13.0	318
Designated Medium	No	41.2	1,425
Designated Single Family Attached	No	15.1	213
Designated Single Family Detached	No	0.5	4

Summary

Total to have GP Redesignation: 181.1 acres for 6,008 prospective new units.

Total Proposed to have Zoning Overlay: 244.3 acres for 7,260 prospective new units.

MU = Mixed Use

TOMU = Transit Oriented Mixed Use

3.5 GOALS AND OBJECTIVES

The 1990 Housing Element has been partially successful in helping the City move towards its overall housing goals. The evaluation of the 1990-2000 Housing Element is included in Chapter 7 – Bibliography and Appendices. Further efforts will be made to address the total housing demand, the needs of senior citizens, lower income families, and groups with special housing needs. Policies and programs have been added to meet the City's goal to increase the diversity of housing types. Programs will be implemented following the adoption of this updated element and, for the most part, are expected to be ongoing during the life of this General Plan.

Figure 3-U:

Quantified Objectives by Income Category, 1999-2006

<u>Income Categories</u>	<u>New Construction</u>	<u>Rehabilitation</u>	<u>Conservation</u>
Very Low	1294	155	483
Low	590	300	100
Moderate	1786	0	0
Above Moderate	2669	0	0
Totals	6339	455	583

The Goals of the Housing Element are to:

Encourage the provision of decent housing within the community for persons of all economic levels, regardless of religion, gender, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or mental or physical disability. Encourage the provision of an adequate variety of individual choices of housing tenure, type, and location, including higher density where possible, especially for low and moderate income and special needs households. Maintain and enhance the character, quality and livability of residential areas. Encourage sound growth in the City by designating suitable vacant or underutilized sites for new residential development. Preserve established single family neighborhoods.

3.6 IMPLEMENTATION, POLICIES AND PROGRAMS

3.6.1 Implementation

For those programs which require initiating action following the adoption of this General Plan, the anticipated time period for implementation has been provided, followed by the lead department or other City Group responsible for implementation. Ongoing programs have been so identified, along with the responsible lead department or City group. Implementation will be monitored annually by the Planning Commission for compliance with Federal and State Law requirements.

DEFINITION OF CITY IMPLEMENTATION GROUPS

Arch. Comm.	-	Architectural Committee
City Mgr.	-	City Manager's Office
Housing Div.	-	Housing & Community Services Division, Planning & Inspection Department
Fire Dept.	-	Fire Department
Parks/Rec. Dept	-	Parks and Recreation Department
Planning Div.	-	Planning Division, Planning & Inspection Department
Planning Comm.	-	Planning Commission
Police Dept.	-	Police Department
Public Wks. Dept.	-	Public Works Department
Redev. Agency	-	Redevelopment Agency
Street Dept.	-	Street Department
Water/Sewer Dept.	-	Water and Sewer Utility Department

3.6.2 Policies and Programs

Neighborhood Conservation Policies

- A. Maintain and improve the quality of residential neighborhoods, eliminate housing deficiencies and prevent future blight through: encouragement of ongoing maintenance and conservation of existing housing stock; review of proposed new construction, reconstruction, removal or rehabilitation; and code enforcement of strengthened City Code and Zoning Ordinance regulations.
- B. Additions or new construction in single family neighborhoods shall be consistent with City Design Guidelines.
- C. Promote compatibility between neighboring developments.
- D. Disperse affordable housing units throughout the City to avoid a concentration in any one neighborhood.

Programs

1. Maintain and expand where appropriate a strong housing inspection and code enforcement program to ensure adequate maintenance of the housing stock and quality of the residential neighborhoods. Continue the multi-family residential housing inspection and educational programs. City inspection staff will aggressively respond to violations of housing codes.

Special attention shall be given to maintaining the stability of residential neighborhoods through development and enforcement of minimum standards of allowed use of the City's streets, as well as maintenance of front and other yard areas visible from the public right-of-way.

Responsibility:

Planning Div., Bldg. Div., City Council

Target Date:	Ongoing
Funding Source:	CDBG, General Fund

2. Rehabilitate low income owner occupied housing through the City's Neighborhood Conservation Improvement Program (NCIP). Under the NCIP, low income homeowners are provided grants and loans for needed home repairs. The program is available on a citywide basis and is marketed periodically to areas with concentrations of lower income households and homes needing improvements. Applicants are first screened for income qualifications. A City Housing Inspector then evaluates the home for substandard conditions. Low cost projects such as a new furnace or stair repairs are often paid for through grants of up to \$5000. Larger projects are estimated and presented to the City's Loan Committee made up of a Council member and appointed citizens. The Committee approves the applicant, work totals and loan terms. The current maximum loan amount is \$75,000 with interest at 6% for the upper low income range and 3% deferred for incomes below 50% of the median. The City prepares the bid package and solicits bids with the homeowner's participation. A City Housing Inspector monitors the contractor's work and disburses funds.

Responsibility:	Housing Div., City Council
Target Date:	Ongoing
Funding Source:	CDBG, HOME
Housing Unit Count:	50 Units Annually

3. Work with non-profit entities to acquire and rehabilitate existing multi-family structures to be maintained as affordable rental housing. With the elimination of the Federal Rental Rehabilitation Program, the focus has shifted to the use of the Redevelopment Housing Fund in conjunction with the County Housing Authority and other non-profit housing developers. Existing apartments with substandard conditions are targeted especially when their renovation would enhance their neighborhood.

The Agency provides loans, usually on a residual receipts basis, to non-profits to acquire and rehabilitate targeted complexes. Deed restrictions are placed on the property to ensure the continuing affordability of units and the management expertise of the non-profit keeps maintenance at an acceptable level.

Responsibility:	Housing Div., Redev. Agency, Non-profit Housing Developers
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund
Housing Unit Count:	150 units 2000-2006

4. Encourage affordable, compatible one and two story additions for upgrading single family homes. In a housing market like Santa Clara's, homeowners often find that adding on is far more affordable than buying a larger home. Existing mortgages, property taxes and neighborhood connections all play a part in these decisions. Santa Clara's zoning regulations for single family homes are liberal enough that virtually every home can be added onto. The major exception is

when older homes with only a one car garage are expanded beyond three bedrooms or by another 500 square feet. This triggers a two car covered parking requirement. However, parking variances are usually granted when the house layout makes a two car garage impossible. Other restrictions such as setbacks and building coverage rarely present a constraint to reasonable additions.

The City is developing a Historic Conservation District for the older, presubdivision area which would allow increased flexibility for houses built prior to the current zoning requirements.

Responsibility:	Planning Div.
Target Date:	Ongoing
Funding Source:	Not Applicable

5. Provide inspections on a fee basis for local lending institutions that require conformance with minimum Code standards prior to financing of residential structures.

Responsibility:	Planning Div., Bldg. Div.
Target Date:	Ongoing
Funding Source:	Private

6. Maintain and encourage consistent and high quality standards for residential construction, reconstruction and remodels.

Responsibility:	Planning Div., Bldg. Div., Arch. Comm.
Target Date:	Ongoing
Funding Source:	Not Applicable

7. Improve the maintenance of student-occupied homes and behavior of the occupants to minimize impacts on the neighborhood surrounding Santa Clara University. Continue to encourage formal City-sponsored communications among student tenants, landlords, Santa Clara University, residents and the City. Enhance code enforcement and special Police patrols to address the problems in the area.

Responsibility:	Planning Div., Police Dept.
Target Date:	2002 and ongoing
Funding Source:	General Fund

Housing Sites and Production Policies

- E. Encourage the annual construction of the number of housing units necessary to meet the City's regional housing needs determination through housing finance and reducing constraints on the private housing market.
- F. Work towards the mitigation of jobs/housing ratio impacts created by developments with significant employment.
- G. Encourage the building of higher density housing on appropriate vacant or underutilized (infill) land.

- H. Encourage higher density residential development in transit-oriented mixed use areas where appropriate.

Programs

8. Designate in the General Plan Land Use Element sites suitable for future housing development. Review additional sites for possible designation as residential or mixed use, considering their location relative to existing residential uses, parks, and support services such as transit, and for environmental suitability. Encourage developments that are transit-based or in close proximity to transit when determining City affordable housing funding decision priorities. Create a Transit-Oriented Mixed Use designation in the Land Use Element. Adopt that designation as an overlay zone for the 96.6 acres so designated. That zone, as proposed by City staff, would include housing as a use-by-right. This is detailed in Figures 3-N, 3-O, 3-P and 3-Q.

Responsibility:	Planning Div., Planning Comm., City Council
Target Date:	2002 and Ongoing
Funding Source:	Not Applicable
Housing Unit Count:	3,725

9. Maintain a periodic inventory of available sites and holding capacity to determine if sufficient land exists to meet the needs of a range of household types and income levels. Identify appropriate sites for affordable housing. The City can aid developers of affordable housing by selecting sites for affordable housing in advance and encouraging development proposals for sites so identified. The City shall maintain an inventory of vacant and underutilized land usable for this purpose. The City will also provide information and technical assistance on Federal and State funding sources or referrals to appropriate agencies. Disperse and monitor the location of affordable units in various areas of the City.

Responsibility:	Planning Div.
Target Date:	Ongoing
Funding Source:	Not Applicable

10. Encourage Mixed Use development where appropriate to provide increased opportunities for housing development. Mixed use could include a ground floor of commercial plus one or more stories of residential, as well as multifamily infill in commercial districts. The inclusion of housing in any new developments in Mixed Use-designated areas will be encouraged. Provide an outreach/marketing program to notify owners of mixed use designated sites. As part of the land use redesignation of these sites, property owners will be made aware of the new options for redevelopment of their property. The major incentive is the enhanced economic return and the mutual market support of the different uses. The redesignation will also streamline the land use approval process. This involves 177 total acres. This is detailed in Figures 3-N, 3-O, 3-P and 3-Q.

Responsibility:	Planning Div., Planning Comm., City Council
Target Date:	2002 and ongoing

Funding Source:	Not Applicable
Housing Unit Count	4,262 units through June 2006

11. Prepare and adopt overlay zones that would allow stand-alone residential and residential mixed use as permitted uses or uses by right on sites designated for mixed use or transit-oriented mixed use in the General Plan. Following adoption, parcels designated mixed use or transit-oriented mixed use in the General Plan would be designated with the overlay zoning. No existing uses would become nonconforming and there would be no requirements to redevelop. Development standards, such as minimum lot size, building heights, open space requirements and separation from potential nuisances would be included in the Overlay Zones, and would be designed to facilitate development, while ensuring compatibility of use. In addition to the 96.6 acres to have the Transit-Oriented Mixed Use overlay zoning adopted, 52.2 acres will have a Mixed Use overlay zoning applied. This is detailed in Figures 3-N, 3-O, 3-P and 3-Q.

Responsibility:	Planning Div., Planning Comm., City Council
Target Date:	2002 - Adoption of Land Use Element designations and Mixed Use and Transit-Oriented Overlay Zones
Funding Source:	Not Applicable
Housing Unit Count:	1,227

12. Encourage developers to meet or exceed the minimum densities of the General Plan designation that applies to the subject development site. In the Mixed Use and Transit-Oriented Mixed Use overlay zone districts, residential development proposals must meet the minimum residential density in order to be accepted. Implementation of this program is proposed for the related overlay zone districts.

Responsibility:	Planning Div., Planning Comm., City Council,
Target Date:	Through June 2006
Funding Source:	Not Applicable

13. Accessory units are conditionally permitted on single family lots that have sufficient lot area to meet minimum parking, maximum building coverage, and minimum setbacks. The City will evaluate the current ordinance to include performance standards relating to those impacts that are considered a concern to neighbors. The intent is to increase the flexibility of the ordinance, particularly in areas with non-subdivision development, and increase the number of applications for accessory units. Conduct an ongoing promotional program including mailings to owners of single family properties with adequate size for accessory living units.

Responsibility:	Planning Div.
Target Date:	Ongoing with ordinance review in 2003
Funding Source:	Not Applicable
Housing Unit Count:	8 units per year

Housing Affordability Policies

- I. Encourage construction and preservation of affordable housing for lower and moderate income households. Encourage such housing through public subsidy, regulatory incentives and flexible development standards, depending on the nature of the use.
- J. Provide assistance to temporarily house the homeless, battered spouses, and others in crisis situations.

Programs

- 14. Continue to use the City's Redevelopment Agency (RDA) Low and Moderate Income Housing Fund to assist in creating and/or preserving affordable ownership and rental housing. RDA funding has become the largest steady source of affordable housing financing in the community. Since its inception in 1990, the fund has received \$30 million plus another \$5.8 million in interest. It has been leveraged to obtain a wide variety of other Federal, State, tax credits and private funding. Between 1990 and 2001, a total of 1,279 affordable units have been assisted or approved. Of these, 51% of these are for very low income households, 28% for low income and 21% for moderate income households.

Emphasis will be placed on programs that create rental housing for the senior population, home ownership for moderate income households, especially first-time buyers, rentals for lower income households, homeless assistance and housing services and administration. First priority for housing units is given to those who currently live in or are employed in the City. From 2001 through 2006, it is estimated that 25 million dollars in set-aside funds will be available.

Responsibility:	Housing Div., Redev. Agency
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund
Housing Unit Count:	300 units through June 2006

- 15. Evaluate the potential of increasing the Redevelopment set aside for affordable housing from 20% to 30%. This would have a significant 50% increase in the annual dollars devoted to affordable housing in the City. An annual financial analysis is necessary to determine whether the projected debt service and other funding needs of the Agency can be met with an increased set aside. For fiscal year 2002-03, the Agency has agreed to increase the set aside to 30%.

Responsibility:	Finance Dept., Redev. Agency
Target Date:	2002
Funding Source:	Redevelopment Agency Funds

- 16. Require developers of residential developments of 10 or more units to provide at least 10 percent of their units at rents or prices affordable to low and moderate income households, provided Redevelopment Agency housing funds are available.

Responsibility:	Planning Div., Planning Comm., City Council, Redev. Agency
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund
Housing Unit Count:	300+ units through 2006

17. Provide density bonuses or equivalent financial incentives for housing projects which include affordable and/or senior housing units, consistent with State law requirements.

Responsibility:	Planning Div., Redev. Agency, Planning Comm., City Council
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund

18. Adopt land use regulations that will promote affordable housing by reducing constraints and increasing incentives. Amend the Zoning Ordinance to reduce parking requirements in appropriate locations for certain housing types, such as Senior, Transit-Oriented and Single Room Occupancy. Include the standard State “affordable housing” definition in the Zoning Ordinance and as a “permitted and encouraged” use in the residential and Planned Development zones. The City’s Density Bonus Ordinance and the Planned Development Zone District are examples of how the City allows flexibility in the zoning regulations. The City will encourage housing developers to use these options.

Responsibility:	Planning Div., Planning Comm., City Council
Target Date:	2003
Funding Source:	Not Applicable

19. Continue to participate in and promote the Section 8 Existing Housing Program. Encourage apartment owners to list properties with the Housing Authority for individual Section 8 vouchers.

Responsibility:	Housing Div., Bldg. Div.
Target Date:	Ongoing
Funding Source:	General Fund supported staff
Housing Unit Count:	483 existing Section 8 units

20. Assist in funding locally administered programs that provide shelter, food and clothing for those with transitional housing needs. The redevelopment of the Agnews property provided the vehicle for the construction of new homeless family housing - the Sobrato Family Living Center with thirty-three apartment units with a second phase of eighteen transitional units. This style of housing is far more satisfactory for families than the previous dormitory. The RDA is contributing \$2.5 million over five years for capital costs and the City’s CDBG program underwrites some of the annual shelter costs.

The City has been a strong supporter of efforts to protect runaway and homeless teenagers. The RDA has provided \$980,000 for a twenty bed facility, \$400,000 for

acquisition and rehabilitation of a five unit project for homeless teen mothers and \$375,000 for transitional housing for six to eight homeless teens. The CDBG program provides operating funds for the Bill Wilson Center as well.

The City will evaluate and work towards eliminating constraints to the provision of emergency housing, and will amend the Zoning Ordinance to allow homeless shelters and transitional housing in appropriate commercial and Planned Development zones.

Responsibility:	Planning Div., Redev. Agency, City Council
Target Date:	Ongoing with ordinance amendment in 2003
Funding Source:	Redevelopment Housing Fund, CDBG
Housing Unit Count:	61 units

21. Combine public and private funds in joint housing ventures. Continue to work with the Housing Authority of Santa Clara County to expand the Authority's ability to create low and moderate income housing. Redevelopment Housing Funds are available to package with Housing Authority financing. The Authority broke ground on three projects in 2001, all with Agency assistance; a 100 unit apartment for low income families, a 100 unit very low income senior apartment and a 15 bed assisted living facility.

The City will participate with other local jurisdictions to provide affordable housing. CDBG and HOME funds have been used in conjunction with other cities' funds to construct shelters and to provide housing services. In 2001, the City contributed HOME funds for a 24 unit affordable housing project in Cupertino.

Responsibility:	Redev. Agency, City Council
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund, CDBG, HOME
Housing Unit Count:	215 units

22. One assisted rental project in Santa Clara - Liberty Towers - is identified to be at potential risk of conversion to market rate use between 2002 and 2012. While this 100 unit senior apartment project is under non-profit ownership, project affordability is in part tied to a short-term Section 8 contract subject to renewal by HUD in 2005. As project based Section 8 funding is likely to remain intact, this project is considered at low risk of conversion. Nonetheless, the City will take the following actions to ensure preservation of Liberty Towers:
- Continue to Assist the Property Owners:* Liberty Towers is a regular applicant for CDBG and HOME funding to make periodic improvements to the property. These have included life safety projects for sprinklers and alarms, as well as roof repairs. Such assistance helps the project maintain its affordability.
- Monitor the Status of Section 8 Legislation:* The project based Section 8 program is undergoing constant and substantial changes that make planning for the preservation of at-risk units a difficult task. City staff will monitor the legislative changes concerning the Section 8 program in order to be strategically prepared for the potential conversion of at-risk units.

Monitor At-Risk Units: The City will monitor the at-risk project through maintaining contact with the property owner regarding their long term plans for the project.

Work with Potential Purchasers: The City will establish contact with public and non-profit agencies interested in purchasing and/or managing units at risk. As necessary and feasible, the City will provide financial and technical assistance to these organizations.

Conduct Tenant Education by:

- a. Notifying tenants as far in advance as possible of potential conversion to market rate housing.
- b. Providing information regarding tenant rights and conversion procedures.
- c. Offering tenants information regarding Section 8 rental subsidies and other available assistance through City and County agencies as well as non-profit organizations.

Responsibility:	Housing Div., Redev. Agency,
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund, Federal Funds
Housing Unit Count:	100 units through June 2006

23. Continue to assist in funding programs designed to create shared housing arrangements for seniors and families. In addition to contributing to the operating expenses of such programs, the City has provided single family homes for shared housing arrangements. The homes were originally purchased for right-of-way needs and subsequently became available for shared housing.

Responsibility:	Redev. Agency, non-profit agencies
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund
Housing Unit Count:	20 shared households per year

24. Require housing impact studies as part of project-related environmental reviews for new developments or businesses that generate a high number of jobs. An affordable housing mitigation fee shall be considered for office and industrial developments that propose a significant square footage of area where persons are to be employed.

Responsibility:	Planning Div., Planning Comm., City Council
Target Date:	Ongoing with fee study in 2003
Funding Source:	Private

25. Support development of low income housing alternatives, such as Single Room Occupancy (SRO) units, Senior Housing, Family Housing, etc. Support can take the form of Redevelopment Housing Fund assistance, City owned land for a site, or ordinance amendment or variance based on SRO's unique characteristics.

Responsibility:	Planning Div., City Council, Redev. Agency
Target Date:	2001 and Ongoing
Funding Source:	Redevelopment Housing Fund

Housing Unit Count: 148 units

26. Provide relocation assistance to residents displaced by City projects or projects using City or Federal funds. In special cases of private displacement, such as the closure of a mobile home park, such funding can be used to ease the relocation costs of low income or special needs households.

Responsibility: Redev. Agency, Housing Div.
 Target Date: Ongoing
 Funding Source: CDBG, HOME, Redevelopment Housing Fund

27. Propose/support State legislation to provide further incentives for the production of affordable housing and mixed use residential.

Responsibility: Planning Div., Housing Div.
 Target Date: Ongoing
 Funding Source: Not applicable

28. Promote home ownership, particularly for first time buyers, through single family, townhouse and condominium construction, conversion of rental to condominium ownership where appropriate and Redevelopment Housing Fund assistance. Cooperate with the County of Santa Clara Housing Bond coordinator for the issuance of Mortgage Revenue Bonds for ownership projects and for the issuance of Mortgage Credit Certificates for first-time homebuyers.

The Redevelopment Agency funds a First Time Homebuyers Program in cooperation with a local lending institution. For qualified buyers with an income of no more than 110% of the County median, up to \$50,000 can be loaned towards a \$400,000 home. The second mortgage and maximum purchase price have been adjusted periodically in response to the housing market. The second mortgage is a shared appreciation loan with no payments for the first five years and with principal payments only during the next ten years.

Responsibility: Planning Div., Housing Div., Planning Comm., City Council, Redev. Agency
 Target Date: Ongoing
 Funding Source: Redevelopment Housing Fund,
 Private Construction Industry
 Housing Unit Count: 20 first time homebuyer loans per year

Housing Opportunities Policies

- K. Promote a variety of housing types, location and tenure to maintain social and economic diversity in the City.
- L. Ensure compliance with all State and Federal regulations relating to housing opportunity and the prevention of discrimination.

Programs

29. Enhance housing opportunities for those with disabilities. Implement ADA and State building code requirements for the provision of accessible housing units. Provide up to \$5,000 CDBG grants for disabled households to make accessibility improvements. The City will construct ramps and retrofit accessible features into the homes of disabled residents.

Responsibility:	Housing Div., Bldg. Div., Planning Div., Planning Comm., City Council
Target Date:	Ongoing
Funding Source:	CDBG

30. Analyze and determine whether there are constraints to providing housing for persons with disabilities, consistent with the year 2001 Senate Bill 520 (Chesbro). The analysis will concentrate on land use controls, and permit procedures. If any constraints are found in these two or in any other areas, develop a plan to mitigate or remove those constraints.

Responsibility:	Planning Div., Bldg. Div., Housing Div., Planning Comm., City Council.
Target Date:	2003
Funding Source:	Not applicable

31. Reduce physical barriers to the disabled on public property and street rights-of-way. Each year the City budgets funds from CDBG for this purpose. The focus is on adding ramps to corner curbs, public facility entries and improving access to public bathrooms. The City's ADA Committee, which includes disabled representatives, makes recommendations on the use of the funds.

Responsibility:	Public Wks.
Target Date:	Ongoing
Funding Source:	CDBG

32. Encourage the provision of specialized housing to meet the needs of those with sensory, physical and/or mental disorders; or for group care, emergency housing and foster homes, where appropriate. Residential care homes for six or fewer residents are permitted in residential zones. Assistance for non-profits to acquire and rehabilitate such homes is available from the City through Community Development Block Grants and the Redevelopment Housing Fund.

Responsibility:	Planning Div., Housing Div., City Council
Target Date:	Ongoing
Funding Source:	CDBG, Redevelopment Housing Fund

33. The City shall review condominium conversion proposals for conformance to the Planned Development ordinance requirements. Existing tenants shall be given preference to purchase their unit and compensation if forced to relocate. The primary concerns are buyer protection and fire separation between units. The Ordinance requires a two hour fire separation and disclosure of structural and appliance conditions. The provisions of the homeowners association are also

reviewed.

Responsibility:	Planning Div., Planning Comm., City Council
Target Date:	Ongoing
Funding Source:	Not Applicable

34. Continue to refer Tenant-Landlord complaints to an agency offering mediation. The City funds a non-profit agency to handle the initial contact, mediation and follow-up, with effective resolution of the complaints as the goal. Issues such as rent increases, lease terms and housing conditions are all potential mediation topics. The Tri-County Apartment Owners Association is involved in these activities and encourages owners to participate in mediation as an alternative to more coercive governmental actions.

Responsibility:	Housing Div., non-profit agency, City Council
Target Date:	Ongoing
Funding Source:	General Fund

35. Provide referral services and promotional support to link those experiencing discrimination in housing with public or private groups who handle complaints against discrimination. The City funds pamphlets explaining fair housing services and that are available in such City facilities as City Hall, libraries, and the community center. The City holds an annual Open House at which the pamphlets and other information on fair housing are made available to the public. The non-profit agency with which the City contracts also holds several community information meetings each year at which the pamphlets are distributed. The City refers disputes between property owners to the County Human Relations Commission's Dispute Officer. Through the Tri-County Apartment Owners Association, the City contributed to a Rental Housing Handbook that provides guidance to both tenants and landlords. Continue to seek state and federal enforcement of fair housing laws and continue to cooperate with local agencies investigating claims of discrimination.

Responsibility:	Housing Div., non-profit agency, City Council
Target Date:	Ongoing
Funding Source:	CDBG

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<u>CHAPTER FOUR - TRANSPORTATION ELEMENT</u>	<u>PAGE</u>
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4.0 TRANSPORTATION ELEMENT

The Goal of the Transportation Element is to:

Strive to provide a safe and convenient integrated transportation system which moves people and goods from place to place efficiently and in a cost effective manner.

4.1 INTRODUCTION

Santa Clara is strongly affected by the movement of people and goods in the region. To facilitate this vital circulation, an extensive and effective network of highways and arterials has been constructed. Around this network, a highly mobile and automobile dependent economy has developed. Because of this dependence, the past planning assumption was that growing travel demands would be accommodated by increased road capacity. Planning for Santa Clara's transportation system has now reached a new stage.

Projections of future traffic volumes indicate that the travel demands of this region cannot be satisfied by current patterns of circulation.

The most important influence on the City's circulation system is the industrial complex that stretches along the South Bay from Palo Alto through Santa Clara and easterly towards Fremont. This complex comprises the major electronics industry concentration in the United States. This concentration of electronics and related industries has been essential to the rapid development of new technologies and employment opportunities in the area. The wealth of this County is largely based upon this concentration and interaction of industries. It is therefore necessary to maintain a circulation system capable of meeting the demands of increasing intensity.

The reader/user is advised to look at the General Plan as an integrated whole, since statutory requirements that are addressed in this element overlap and intertwine with other elements such as Land Use, Housing, Environmental Quality, and Public Facilities and Services.

4.1.1 Regional Land Use Patterns

Regional land use patterns have a strong influence on traffic flows. Jobs in Santa Clara County are generally located in the northern portion of the County, also known as the Golden Triangle area, and in the downtown areas of each city. Residential development is mostly low density uses such as single family housing, located to the northeast, and south.

Commute period traffic flows between the residences and jobs, creating a pattern of heavy traffic into the employment areas in the morning and away from the centers in the evening.

The freeways and expressways in and around Santa Clara are becoming increasingly congested. Commute-hour traffic volumes exceed planned capacities at times. Local streets are less congested, and traffic projected for most of these streets can be accommodated. However, spillover traffic from overloaded regional highways can impact local streets and must be considered relevant to the City's transportation planning.

The pattern of development in the Santa Clara Valley has resulted from the mobility and flexibility that the private automobile provides. Private automobiles suit the desires and life styles of most residents of this area and will continue to be the primary means of movement for most trip purposes. The major challenge in meeting future circulation needs will be reducing the number of private automobiles used during the peak commuting hours. The most effective measures will be those that reduce the number of autos used in commuting and increase vehicle occupancy during commute hours.

4.1.2 Local Land Use Patterns

Land use within the City of Santa Clara echoes the countywide patterns. Employment is located north of the Southern Pacific Railroad tracks near US-101, and extends north to SR-237. Heavy industrial uses are typically located near the railroad tracks. Light industry, research and development, and office uses are typically located farther west and north.

Housing has been provided for the most part in the southern half of the City and in the County to the south and east of Santa Clara. The resultant traffic pattern consists of substantial traffic volumes on the north-south arterials such as San Tomas and Lawrence Expressways, northbound in the morning and southbound in the evening. Residential development in the City contains a mix of single family and multi-family. Future housing development is expected to provide more townhouses and higher density development.

Workers who are employed in Santa Clara but live outside the City limits, also contribute to heavy east-west traffic flows in the commute periods. A large volume of traffic enters the city from the Milpitas/Fremont area via SR-237 and Montague Expressway in addition to the north-south traffic noted previously.

Other land use types such as retail and commercial are primarily concentrated along El Camino Real and Stevens Creek Boulevard in the form of strip commercial with interspersed shopping centers. These retail developments are generally accompanied by heavy traffic during the midday and evening peak periods.

4.2 MAJOR ISSUES

4.2.1 Growth in Travel Demands

A major analysis of Santa Clara's street system was made in 1959-1960 as a part of the City's first General Plan. At the same time, the County was designing the expressway network. A primary design criterion of both the local and Countywide road systems was to accommodate peak hour traffic volumes generated by projected employment growth.

The 1960 General Plan projected 2,400 acres of industrial land with 30,000 employees and a density of 12.5 employees per gross acre for 1985. Industrial development since 1971 has been providing parking at a ratio consistent with employment densities of 42 employees per gross acre. In 1985, overall industrial employment densities had already reached 28 employees per gross acre.

"ABAG Projections '90" forecasts that total employment in the City of Santa Clara will reach 144,200 by 2005. This is a significant increase from 1990 figures of 119,270 jobs. These projections, along with an economic study completed for the City in 1989 as part of

the General Plan Update, indicate that office uses are becoming more common in the industrial areas. These types of developments contain substantially higher numbers of employees thus generating greater amounts of traffic.

The residential development in Santa Clara primarily occurred in the late 1950's and 1960's. Since that time, local residential development has been limited to the remaining vacant parcels and redevelopment of large or under utilized parcels. Available housing cannot meet the demand generated by the number of workers in the City.

The major area where new housing is being constructed locally is in San Jose, Fremont and Milpitas. This creates a continued separation between place of work and home, and requires workers to commute a longer distance. If industrial and office growth continues in the City while the housing supply grows more slowly, the number of workers that must commute into the Santa Clara industrial area and the industrial areas to the north will increase.

Santa Clara has developed a substantial excess of jobs over resident workers from 1.09:1 in 1965 to 2.06:1 in 1990. The attractiveness of the City's industrial area and the advantages of proximity for related industries and service businesses will continue to encourage the local growth of employment here in the near future. In the longer term, however, industrial growth will shift to the south and east to reduce the amount of travel required by employees. San Jose's General Plan recognizes this imbalance within the County and includes a policy of attracting new industry to south San Jose.

4.2.2 Automotive Usage

The growth and development in Santa Clara County during the 1980's has lead to large increases in traffic demand on the roadways.

In 1987, traffic congestion within Santa Clara County covered over 40 freeway miles resulting in nearly 15,000 lost hours daily, twice the 1980 level. A trip on route 101 that takes only 15 minutes during midday can easily take 45 minutes during peak periods.

Many people see traffic congestion as a threat to future growth, economic vitality, and quality of life for this area. The problem has many causes including rapid growth, lagging transportation improvements and land use. Contributing to the problem is the high level of solo auto use. Currently, approximately 75 percent of commuters drive alone to work, 18 percent rideshare and 3 percent use transit.

4.2.3 Environmental Consequences

(a) Air Pollution

Automobiles are major contributors to air pollution in Santa Clara Valley. The major effort to reduce the air pollution due to cars has been the addition of emission control devices on individual automobiles. Projections, however, indicate that the continued growth in the number and usage of automobiles can outweigh the ability of these control devices to reduce pollution. Alternative cleaner fuels should be promoted to reduce emissions from automobiles. More aggressive measures to reduce the number of single occupant vehicle trips will be necessary in the future to maintain an efficient transportation system within the region. For a more complete discussion of air quality, see Chapter 5 - Environmental Quality Element.

(b) Noise

Surface motor vehicle traffic is second to the airplane as the largest contributor to noise within the City of Santa Clara. Residential uses adjacent to the Lawrence and San Tomas Expressways, as well as several major thoroughfares, are impacted by traffic noise levels in excess of recommended limits. Because this noise is a result of engine noise, tire noise, and wind resistance, it is difficult to control on an individual automobile basis. The construction of a masonry wall between an expressway and homes is the most effective control at this time. Both the State and County have noise wall programs that will reduce substantially the traffic noise impact. Such walls cannot be built on local streets, however, where adjacent properties front on the street. For a more complete discussion of noise, see Chapter 5 - Environmental Quality Element.

(c) Energy Costs

The automobile is the single largest user of petroleum products in the United States. All other forms of transportation except airplanes are more energy efficient than the automobile in terms of moving a person over a specified distance. Although most automobiles can carry at least four people, a majority of the cars being operated in this country carry only the driver.

All of the costs associated with owning and operating an automobile, including purchase prices, insurance, maintenance, and fuel have increased significantly in recent years. These rising costs may eventually cause people to look more carefully at personal transportation costs and to seek alternatives to using private automobiles with only one occupant.

4.3 ROAD NETWORK

The street system serving Santa Clara is a well-planned transportation network designed to serve automobiles. The total system has three levels of jurisdiction: 1) the local streets of the City of Santa Clara which include thoroughfares, collectors and local streets, 2) the expressways of the County, and 3) the freeways of the State and Federal System. In 1989, the City maintained 242 miles of streets, 399 miles of sidewalks, 13 public alleys and two major public parking districts.

Freeways - High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Freeways generally are used for long trips between major land use generators. Major streets cross at a different grade level

Expressways - A divided multi-lane major arterial street for through traffic with partial control of access with grade separations at major intersections.

Thoroughfares - Streets that extend continuously between other major streets in the community. Thoroughfares are designed with 4 or more lanes to serve through traffic but also provide access to adjacent properties.

Collector Streets - Relatively-low-speed, relatively-low-volume streets that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Collectors provide access to adjacent properties.

Local Streets - Local streets provide parking and access to adjacent properties. Local streets are not shown on the Circulation Diagram.

The road network is composed of four levels of streets; limited access such as freeways and expressways, thoroughfares, collectors, and local. Each level has distinct physical and operating characteristics. Limited access facilities are typically planned and constructed by either the State (freeways) or the County (expressways). Local jurisdictions are largely responsible for other streets.

Figure 4-B: EXISTING STREET SYSTEM AND COMMUTER RAIL NETWORK



The major streets proposed to be built by and under the control of the City of Santa Clara are nearly complete. In 1989 the City Street Maintenance Division was responsible for the maintenance of 242 miles of City streets. There are some thoroughfares where sections have not been constructed to their full planned width. Some undeveloped areas also do not have local access roads yet. It is anticipated that the local City streets will be adequate to meet travel needs of City residents during the 15-year lifetime of this General Plan.

The current transportation system provides excellent mobility during much of the day with congestion during peak commuting hours on major freeways, expressways and segments of certain thoroughfares. The regional highway system will be unable, however, to accommodate future projected traffic volumes without a change in peak hour commute travel habits.

The regional highway system within the City has been largely constructed although not yet to planned standards, particularly for interchanges. The major improvements underway include Route 237 being improved to full freeway status. The 237 upgrading will necessitate the building of an interchange at Great America Parkway and a grade separation at Lafayette Street. These improvements are funded at the Federal, State and local level. Construction is currently underway with completion anticipated in 1993.

Outside of the City, there are some major links in the regional highway system that have been planned for some time but are not yet constructed. The most important of the regional links are the West Valley (Route 85) and Guadalupe Freeways. Both of these routes are north-south in orientation. Although not serving the City directly, they provide significant alternate routes for traffic that otherwise would pass through Santa Clara. Projects that are expected to have a significant impact on traffic flows through and near the City of Santa Clara are listed as follows:

- Widening of Interstate 880 between Montague Expressway and Mission Boulevard in Fremont from four to six lanes, with completion scheduled for summer 1992.
- Widening of Interstate 880 between Montague Expressway and Route 101 from four lanes to six lanes, currently unscheduled but completion is expected before 2005.
- Construction of Route 85 between Interstate 280 in Cupertino and Route 101 in south San Jose is scheduled for completion in January 1993.
- Upgrading Route 101 to an eight lane freeway between Guadalupe Parkway and Bernal Road, with an estimated completion in December 1994.

The widening and/or grade separation on these routes is expected to relieve congestion in a number of locations that are currently bottlenecks.

No longer valid is the long standing assumption that as traffic demands increase the necessary street capacities would be constructed. The rising financial costs of massive highway construction and accompanying maintenance costs have seriously depleted available construction funds. Also, social and environmental concerns have limited continuing highway construction programs.

The implication of a slow down in new road construction is that future growth of automobile traffic will have to be accommodated on the existing roadway system except for minor additions, widening, and completion of missing links. That is to say, no new roads will be added to the system. As the traffic volumes increase, the average speeds on freeways and expressways will decline and the amount of time spent commuting will increase. Motorists will attempt to use local streets to avoid congested highways, thus spreading the congestion to thoroughfares which would otherwise be adequate. The increased time and cost of commuting by car will be an incentive for alternate means of transportation.

The performance of the planned road network can be significantly improved by reducing the number of autos used in commuting and increasing the vehicle occupancy during commute hours. This strategy would eliminate the need for excessive highway expansion and maximize the existing investment in roads. Voluntary action by the traveling public, such as carpooling, use of transit for home-to-work trips, incentive programs by employers including staggered work hours and rewards for carpooling, the creation of an attractive transit service, and limited highway improvements can minimize peak hour congestion.

A major time incentive can be created through restricted High Occupancy Vehicle (HOV) lanes. Such lanes can be added as new construction adjacent to existing lanes and are a strong incentive for carpooling and bus transit. Examples of HOV lanes can be found on the Bayshore Freeway, San Tomas Expressway and Route 237. The Santa Clara County T-2000 Transportation Plan includes a network of HOV lanes on freeways and expressways, including Lawrence and Central Expressways in Santa Clara.

4.4 TRAFFIC PROJECTIONS

As part of its T-2000 Transportation Plan, the County utilized a computer traffic model. The model uses housing and employment data from the regional ABAG projections to generate trips which are assigned to the major street and transit network. The City contracted with the Santa Clara County Center for Urban Analysis to generate traffic projections for 2005 for major streets and intersections in Santa Clara utilizing the County model.

The T-2000 Transportation Plan analyzes the traffic impacts on roadway segments rather than intersections. These projections were used for this General Plan and Environmental Impact Report.

The 1989/90 daily traffic volumes were collected by City staff over a two year time frame. The volumes were then compared to a typical capacity for the roadway type, and a level of service and volume-to-capacity ratio were then calculated.

FIGURE 4-C:

LEVEL OF SERVICE STANDARD
AVERAGE DAILY TRAFFIC

Level of Service A, [V/C Ratio 0.0 - 0.60] - Indicates a relatively free flow of traffic, with little or no limitation on vehicle speed.

Level of Service B, [V/C Ratio 0.61 - 0.70] - Describes a steady flow of traffic, with only slight delays in vehicle speed during peak periods.

Level of Service C, [V/C Ratio 0.71 - 0.80] - Denotes a reasonably steady, high-volume flow of traffic, with some limitations on speed during peak hours.

Level of Service D, [V/C Ratio 0.81 - 0.90] - Denotes the level where traffic nears an unstable flow. Higher traffic volumes discourage non-vehicular activity on the street. Congestion occurs during peak periods.

Level of Service E, [V/C Ratio 0.91 - 1.00] - Describes traffic characterized by slow movement. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping. Peak period congestion extends beyond one peak hour.

Level of Service F, [V/C Ratio 1.01 and above] - Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Volume is greater than theoretical capacity of the roadway.

SOURCE: Transportation and Traffic Engineering Handbook.

Level of Service (LOS) is a qualitative measure describing traffic conditions on a road or intersection. LOS uses letters from A to F to describe traffic conditions, with A representing the highest level of service. A brief definition of the range of level of service values is given on the following table.

Volume-to-Capacity Ratio (V/C Ratio) is a measure of the operating capacity of a roadway or intersection, in terms of the actual number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity.

Street improvements are usually designed to achieve LOS D. Currently the City has a LOS D or better on a majority of its thoroughfares. Some of the major arterials and most of the expressways and freeways are operating at LOS E or F, based on a street segment analysis.

Future traffic volumes corresponding to this General Plan, forecast for the year 2005, were developed with land uses supplied by Santa Clara Planning Division. Forecast for the year 2005 volumes were developed by using the computerized traffic model maintained by the Santa Clara County Center for Urban Analysis. Traffic impacts can be assessed by comparing the 1988/89 traffic volumes to those forecasted for the year 2005.

Year 2005 traffic volumes show the following characteristics:

- The average expected growth in traffic volumes originating in Santa Clara from 1990 to 2005 is 28 percent. If there was no land use policy changes from the 1980 General Plan, there would be a 30 percent increase from traffic originating in Santa Clara.
- The collectors and minor thoroughfares generally operate at acceptable levels of service.
- Major thoroughfares, expressways and freeways generally experience congestion.

Year 2005 traffic volumes forecasted for this General Plan are generally one or two percent lower than what was forecasted for the year 2005 traffic volumes in the 1980 General Plan.

Significant increases in the use of carpools, vanpools and transit are expected to occur by 2005, which will offset some traffic growth. As light rail transit becomes available to more commuters, and the countywide expressway high occupancy vehicle lane network becomes more extensive, about 2 to 3 percent of commuters currently are expected to shift to these alternative travel modes. Where only about 3 percent of commuters use these modes of travel, the future amount is expected to be 5 or 6 percent.

Outside of the City limits, the regional highway improvements are expected to result in better overall traffic flows than existing. Projected traffic volumes on portions of I-280, SR-237 and US-101 are expected to decrease by about one percent.

The following diagrams compare the 1989/90 daily traffic volumes with those projected for 2005 under this General Plan. The LOS information is contained in the General Plan Environmental Impact Report.

Figure 4-D: EXISTING DAILY TRAFFIC FOR 1989/1990

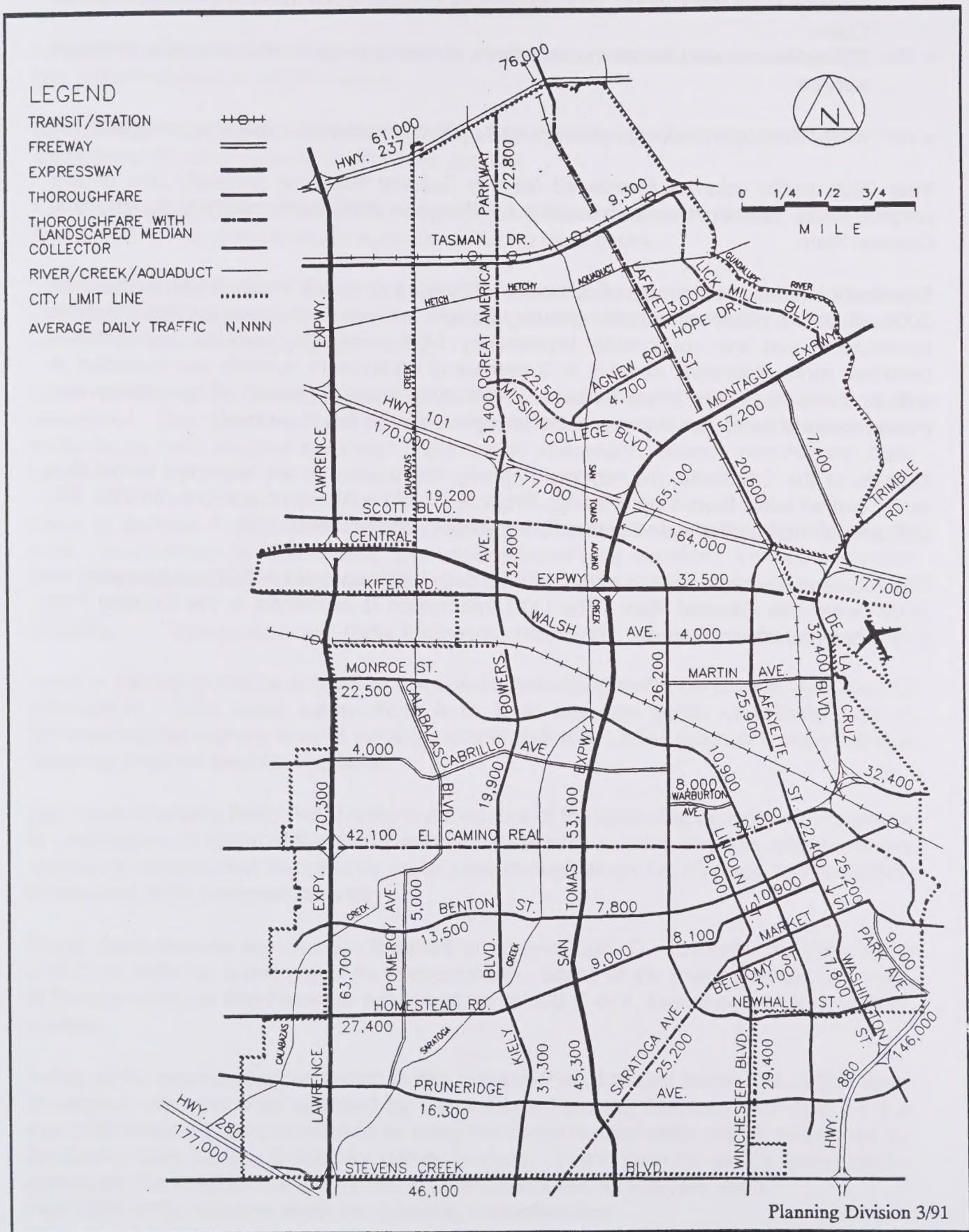
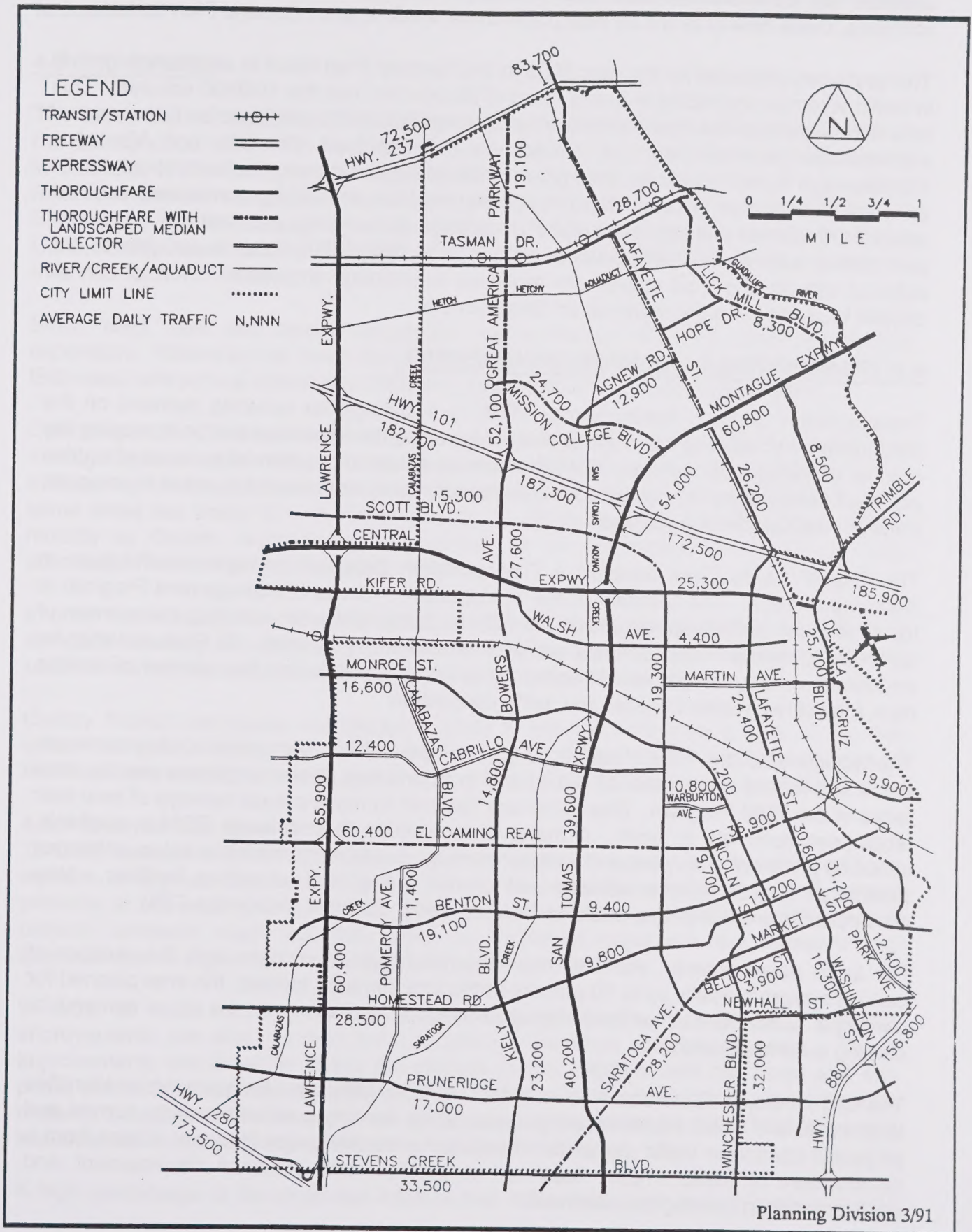


Figure 4-E:

PROJECTED DAILY TRAFFIC FOR 2005



The Santa Clara County Congestion Management Agency is developing a standardized LOS procedure based on major intersections and freeway segments. The results of this analysis will be more accurate and consistent than the current information. When complete, these new LOS will be incorporated into a subsequent General Plan update.

The land uses projected for the year 2005 in this General Plan result in an average growth in traffic volumes originating in Santa Clara of 28 percent over the 1989/90 volumes. Due to added capacity in the regional networks, the projected traffic conditions on freeways and expressways generally improve, except on the Bayshore Freeway and Montague Expressway. At the local level, the impact is varied depending on whether a street serves an area of projected growth. North-south thoroughfares used by commuters such as Great America, Winchester and Lafayette continue to be congested and the number of cars carried each day will be greater in 2005 than in 1989/1990. Other thoroughfares, the collector streets and local streets are projected to maintain acceptable levels of service despite increases in traffic volumes on these streets.

4.5 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, transit or walking or biking to work.

The City of Santa Clara adopted a Transportation Demand Management Program in September, 1989. The purpose of the Transportation Demand Management Program is to: A) Reduce traffic impacts within the City of Santa Clara by reducing the number of commute-generated vehicular trips and total vehicle miles traveled. B) Reduce vehicular emissions, energy usage, and ambient noise levels by reducing the number of vehicle trips, total vehicle miles traveled and traffic congestion.

The objective of the TDM Program is to increase vehicle occupancy during commute hours and reduce the number of autos used in commuting. Major employers are the initial focus of the TDM Program. Employers are required to make annual surveys of how their employees commute to work. A menu of techniques to encourage TDM is available, including preferential carpool and vanpool parking, flex time, transit ticket sales, enhanced pedestrian access, bicycle storage and on-site eating and recreation facilities. New development is required to provide certain site design features to promote TDM.

For large developments, the City has requested that developers limit the number of parking spaces typically up to 10 percent of the requirement. Instead, the area planned for parking is "Land Banked" as landscaping or used for recreation until the actual demand for parking is demonstrated.

The City of Santa Clara has also adopted a Traffic Mitigation Program which identifies local traffic and street improvement projects within the City needed to satisfy current and projected commuter traffic demands. Funding for the Mitigation Program comes from a combination of traffic impact fees on new office and industrial development and assessments on existing development.

A 10-year capital improvement program has been developed, identifying the needed local street improvements and projected costs. This is the basis for the setting of necessary impact fees and assessment levels, in conjunction with the relative traffic generation factors.

4.6 BUS SYSTEM

The Santa Clara County Transit District has been responsible for providing bus service in the County since 1973. The bus service connects to the Bay Area Rapid Transit terminal in Fremont. With 19 express routes and 62 local routes in 1990, County Transit offers reliable, frequently scheduled, low-cost bus service from almost every residential area in Santa Clara County to every major industrial park, and downtowns. The goal for the Santa Clara County Transit District is to deliver regular bus service with stops located at quarter-mile intervals.

Since 1982, fleet and service expansion has stabilized with only small incremental expansion. Ridership has been increasing, but at a much slower rate than previously. Estimated total annual ridership in 1989 was approximately 39 million passengers.

Operating buses on other than freeways and expressways has resulted in 15 mile per hour average speeds since the buses must make stops for loading and unloading. The infrequency of bus service and the lack of direct lines from residences to employment in some areas has limited County Transit's ability to attract commuters. However, providing mobility to County residents without access to an automobile has been a major accomplishment of the Transit District.

In order to attract significant numbers of commuters in the future, trip times on transit must compare favorably with those of a private automobile. Exclusive lanes for buses and car pools should be promoted as a means of creating more rapid transit.

County Transit bus routes are always subject to change, therefore a map of the bus system within city limits is not provided with this General Plan. However, updated maps of bus routes are available from County Transit, at Santa Clara City Hall and local libraries.

4.6.1 Express Bus Service

To better serve the critical commute market, the local bus system is supplemented by a network of express bus lines. County Transit's Express Bus service is typically aimed primarily at commuters who reside eight or more miles from work. The existing transit network connects major industrial areas to residential areas via key freeways and expressways. A higher fare is charged for this premium service.

In order to make express routes a truly "express" service, a number of physical improvements are also planned for the County's freeways and expressways. These improvements are aimed at giving the express buses, together with car pools and van pools, preferential treatment over general traffic. Measures such as bus bypass ramps on metered freeways and reserved lanes for high-occupancy vehicles (H.O.V.'s) are being implemented as an integral part of the express bus service.

A high percentage of the projected express bus riders will make use of "park-and-ride"

facilities, as they are developed, which will include vehicle parking, sheltered waiting areas, bicycle lockers and service information. Wherever possible, park-and-ride facilities will be located on existing vacant public property and in conjunction with uses such as shopping centers and churches.

Industry cooperation is also being encouraged to assist express bus service. Industry-supplied shuttle vans or buses will be needed to complete the commute trip for many riders, and firms will need to increasingly be encouraged to cooperate through employee information, staggering of work hours and other inducements.

4.6.2 Shuttle Service

The City could supplement County Transit and promote a privately operated service in the Bayshore North area. Major developments recently approved in that area have been conditioned with shuttle requirements when ridership justifies the service. Such a shuttle would link major employers, hotels, Great America Theme Park, Convention Center and the Light Rail Line with frequent connections. Although starting as a van or bus service, the shuttle could be upgraded if demand warranted to an automated fixed guideway operation. It could also provide service to the Lawrence and Santa Clara/Airport CalTrain Stations.

4.6.3 Elderly and Handicapped Service

Santa Clara County has been a leader in providing transportation services for the elderly and handicapped. In 1976, the Board approved a full accessibility policy which called for a transition to a fully passenger accessible bus fleet and for purchasing new vehicles with lifts. In 1978 the Board established the Paratransit Coordinating Council. The Council's purpose is to increase the cooperation, coordination, availability and effectiveness of special transportation services.

According to ABAG's Projections '90, the elderly population will represent a growing segment of the total population in Santa Clara County. In addition to County fixed route elderly and handicapped service, there are a variety of alternatives available for providing transit services to the elderly and handicapped. According to a recently completed survey, 90 social services agencies provide paratransit services in Santa Clara County to over 95,000 persons each year. There are over 300 vehicles dedicated to paratransit services and they provide over 1.5 million trips annually.

4.7 RAIL SYSTEMS

Rail systems can be viewed as the freeways of the transit network, vitally important to the movement of people and goods over long distances. The Bay Area has four regional rail operators now: BART, CalTrain Peninsula Commute Service, Muni Metro, and Santa Clara Light Rail Transit.

4.7.1 Light Rail

The Guadalupe Corridor Project provides Santa Clara Valley residents with several commute alternatives. The Alma Station in San Jose will provide commuters a direct connection between light rail, bus service, and CalTrain. The Light Rail Transit (LRT) through Downtown San Jose travels in a center median of City streets and along the pedestrian-oriented Transit Mall. The Transit Mall serves as the major transfer point

between Light Rail and bus service. In the future there is also going to be a connection between the Light Rail and Bay Area Rapid Transit (BART) at First and Second Streets. The Cahill Station near the San Jose Arena south of The Alameda may combine a BART station with parking facilities.

Light Rail provides connections from South San Jose through Downtown San Jose to the City of Santa Clara Convention Center at Tasman and Great America Parkway. Currently, there are three Light Rail stations in the City of Santa Clara, one at Old Ironside Drive (west of Great America Parkway), another at Great America Parkway (east of Great America Parkway), and a third stop at Lick Mill Boulevard, which provide access to the high employment and visitor area. A fourth station is planned within the City west of Lafayette Street along Tasman.

The need for additional transit use is most critical in the Fremont/South Bay Corridor, where the greatest road capacity deficiencies are projected. The Fremont/South Bay Corridor is important to Santa Clara because rail extensions would connect the Guadalupe Corridor Light Rail Transit with BART and CalTrain making a workable rail system. In the 237 Corridor, there are plans to further extend the Light Rail line west to Lockheed in Sunnyvale and beyond and east to Milpitas.

Rail systems can not reach their potential without adequate supporting systems. At the residential end, a combination of Park-and-Ride lots and buses, while at the job end, buses, company vans and better pedestrian provisions are warranted to promote the use of the rail systems. Minimum support facilities are currently available along the Santa Clara portion of the system. More facilities may be needed in the future depending on the mix of uses in this portion of the City and individual transit needs. Locating high density uses near transit stations will support transit and allow more people to take advantage of the transit systems.

4.7.2 CalTrain

Another transit possibility currently being studied is improvement of the commuter service on the Southern Pacific Peninsula line. The diesel-powered CalTrain rail line runs along 50 miles of track between San Francisco and San Jose. CalTrain currently has two rail stations in the City of Santa Clara, Lawrence Station and Santa Clara/Airport Station.

There is an opportunity for significant service improvement on the existing CalTrain rail line. An extensive feeder system and higher density development around the stations are needed to increase patronage. Other improvements that would increase patronage on CalTrain could be achieved through better access to stations and more commuter trains. The value of this service to intra-county commuters will be greatly enhanced when the service is extended along the Southern Pacific line to south Santa Clara County.

4.7.3 Bay Area Rapid Transit

As originally planned in 1954, the Bay Area Rapid Transit system (BART) would have circled San Francisco Bay and reached north across the Golden Gate, joining together nine counties. The plan was adopted in 1962 by only three counties, however, San Francisco, Contra Costa and Alameda.

There has been renewed interest to at least circle the South Bay, eventually extending

BART to San Jose, and up through Santa Clara. This would create a unified South Bay and Peninsula regional transit system, with the possibility of a BART station facility at the Santa Clara/Airport Station. BART, however, depends on a high density narrow corridor of origins and destinations for its patronage, and thus needs an extensive feeder system and higher density development around its stations.

4.7.4 Intercity Rail

A State funded report, Intercity Rail Corridor Upgrade Study, identified an existing 167-mile rail line between the City of Auburn and San Jose as suitable for passenger service. Also referred to as the Capital Corridor. This line would use the Southern Pacific track which parallels Lafayette Street in Santa Clara. Santa Clara has a potential for two stops, one at Lafayette Street and Tasman Drive and the other at the existing Santa Clara/Airport Station. The rail routes and stations are shown on the Land Use and Circulation Diagram.

4.7.5 Multi-Modal Stations

The Santa Clara/Airport CalTrain Station is planned as a multi-modal transfer station. County Transit operates bus service to this station and plans to build a bus transfer terminal across the street. The City owns an adjacent parking lot for park and ride service. Any passenger service on the Southern Pacific rail line to Oakland will pass through this station. An extension of BART through downtown San Jose with a station at the Newhall yard would create another connection.

4.7.6 Rail Freight

The rail freight system within the City of Santa Clara consists of the Southern Pacific main lines to San Francisco and Oakland from San Jose. The system includes a major freight marshalling yard for the Peninsula area and piggy-back loading area. These facilities are located on the border with San Jose and provide important freight service for Santa Clara's industrial area, which has many plants with rail access.

4.8 AIRPORT

The San Jose International Airport is owned and operated by the City of San Jose. The Airport is located on the eastern boundary of Santa Clara and provides an extensive schedule of flights. The Airport's location is convenient to the major employment and economic centers of Silicon Valley. It serves as an attraction for private development and investment.

At the same time, the Airport's central location surrounded by urban development creates impacts which extend beyond its boundaries. Noise generated by aircraft take-offs, landings, and overflights continues to be an issue of great concern to nearby residents and is discussed in detail in the Environmental Quality Element.

Although alternative airport sites have been considered, the problems of relocating the airport, such as cost, displacement of current activities, and environmental impacts, have effectively eliminated this possibility. Major terminal and parking expansions are underway to substantially increase passenger and gate capacity.

4.9 TRUCKS

The movement of goods by truck is an essential aspect of the circulation system. Santa Clara's extensive industrial complex as well as its commercial and residential areas rely on trucks. The grid system of thoroughfares and expressways encourages truck traffic to stay on these major streets and off local streets except for deliveries. Truck traffic has not created any special problems for the road network except for those areas where trucks load while partially or completely parked in the public right-of-way and this is an operational, not a General Plan problem.

4.10 TAXIS

Although the number of taxis in the City is relatively small, the service they provide is important. Taxis are the only form of transportation available 24 hours a day, seven days a week for residents unable to drive. Whenever there is only a small number of residents needing a specific transit service, taxis may be the most cost-effective means of delivery. The City will encourage the coordination of the locations and improvements of taxi stands and duck-outs, as necessary.

4.11 SIDEWALKS

In the past, most industrial properties in the City of Santa Clara were designed for the automobile with little concern for pedestrians. Sidewalks were generally not constructed. The typical low-density, sprawling buildings surrounded by surface parking make it uninviting to walk from transit stops or among buildings.

Typically, the City now requires developers to construct sidewalks in all residential and commercial areas to facilitate safe pedestrian movement. In 1989 the City maintained 399 miles of the City sidewalks.

With increased commercial development occurring within the industrial areas and the increased emphasis on Transportation Demand issues, in 1991, the City adopted an industrial sidewalk policy and five year funding program to construct sidewalks on priority industrial streets including those with transit service. Sidewalks allow for more convenient and safer access to public transportation and promote greater pedestrian use of nearby service businesses. Sidewalks also provide safer facilities for recreation and walking and running.

4.12 BIKEWAYS AND TRAILS

Bikeways is a term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Bicycle Path (Class I facility) is a paved route not on a street or roadway and expressly reserved for bicycles. Bicycle paths may parallel roads but typically are separated from them by landscaping.

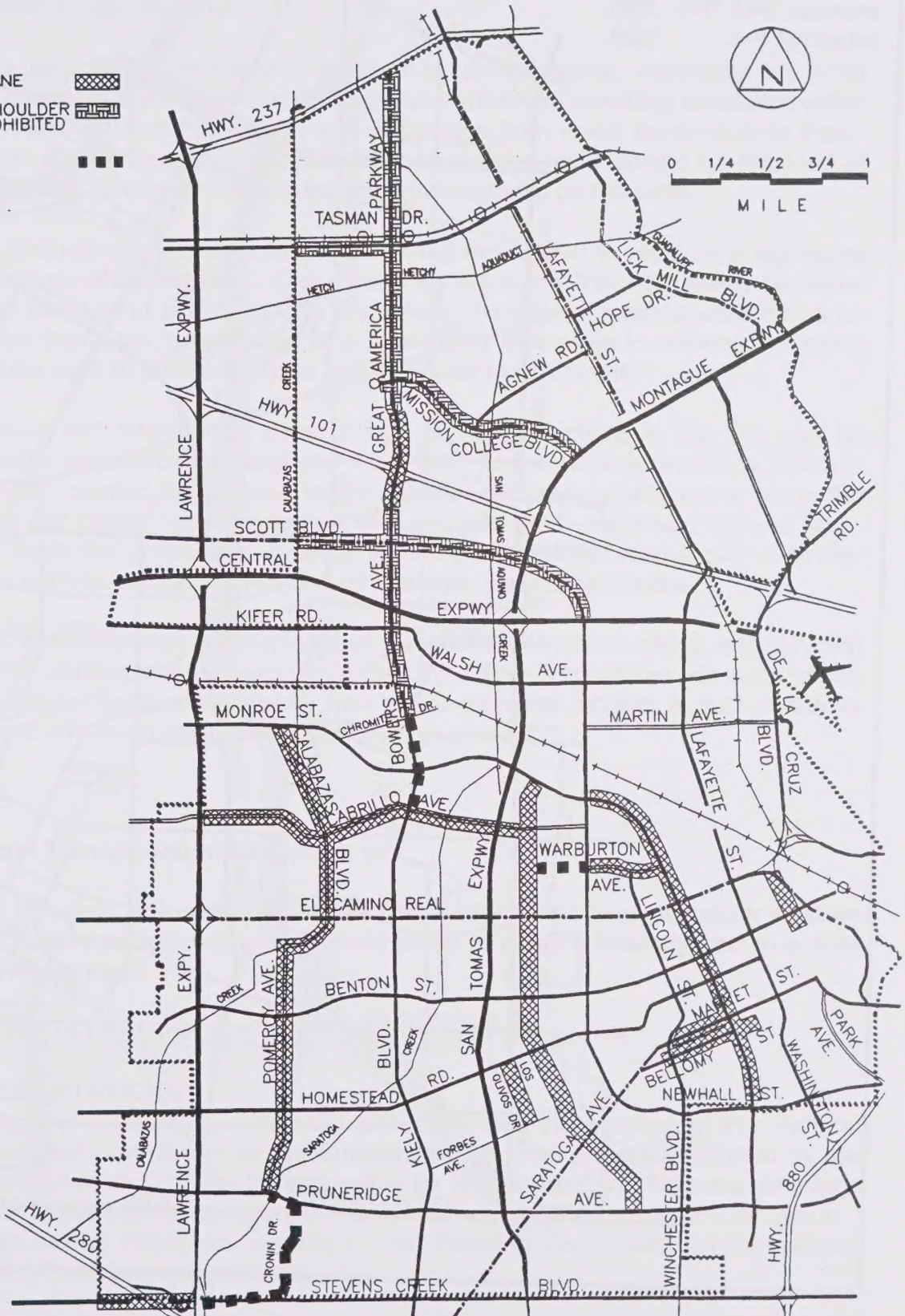
Bicycle Lane (Class II facility) is on a corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Route (Class III facility) is a facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Figure 4-F:

BIKEWAYS**LEGEND**

- EXISTING BIKE LANE 
- STREETS WITH SHOULDER LANES AND PROHIBITED PARKING 
- BIKE ROUTE (SIGNED ONLY) 

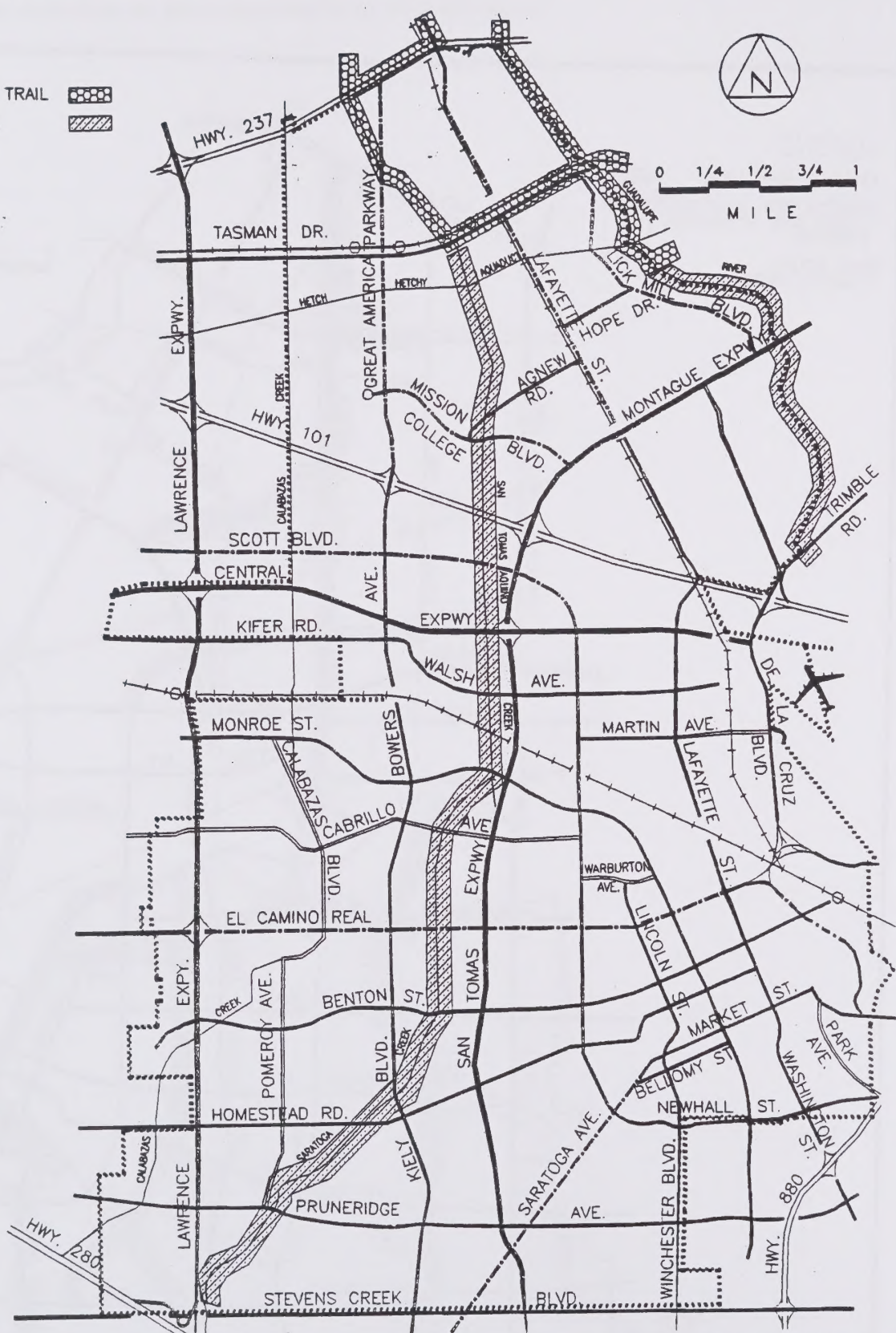


Planning Division 3/91

Figure 4-G:

BAY TRAILS**LEGEND**

PROPOSED SPINE TRAIL 
 CONNECTOR TRAIL 



Planning Division 3/91

Santa Clara is well suited for bicycle riding because it is level and has a mild climate. Santa Clara currently has nine streets marked with bike lanes. In the newer industrial and Bayshore North areas, on-street parking has been prohibited, which provides space adjacent to the curbs for bicycles. All streets within the City can be used by bicyclists, except for limited access freeways.

Bicycling can provide an attractive alternative to driving alone, especially for short distances. It can also be an efficient and inexpensive means of providing circulation within major employment and activity centers, and distribution from major transportation lines. To promote the use of bicycles, adequate and secure bike racks should be provided at major public facilities, and major employers are encouraged to do the same.

Bicycling will undoubtedly increase although it is not anticipated to result in a significant reduction in the use of automobiles. One reason for this is that there are safety problems involved in the joint use of streets by cars and bikes. To reduce hazards, alternatives for bikeways range from sign identification of a street as a bike route to marking the street surface as a bike lane, to providing a bike path separate from a street.

New overpasses and interchange constructions or reconstructions in the City can be designed to better accommodate bicyclists. Also, flood control work approved by voters in November, 1986, created an unusual opportunity to construct bicycle paths along the County's rivers and creeks, which have their own naturally grade-separated rights of way. These paths have the potential to provide not only recreational routes but commuter access across barriers such as freeways, expressways, and railroad tracks.

The Bay Trail Plan proposes development of a regional network of hiking and bicycling trails around the perimeter of San Francisco Bay. The Bay Trail will provide connections to existing recreation facilities and create links to transportation facilities in such a way as to avoid adverse effects on environmentally sensitive areas.

4.13 GOALS

The Goal of the Transportation Element is to:

Strive to provide a safe and convenient integrated transportation system which moves people and goods from place to place efficiently and in a cost effective manner.

4.14 IMPLEMENTATION, POLICIES AND PROGRAMS

4.14.1 IMPLEMENTATION

For those programs which require initiating action following the adoption of this General Plan, the anticipated time period for implementation has been provided, followed by the lead department or other City Group responsible for implementation. Ongoing programs have been so identified, along with the responsible lead department or City group. Implementation will be monitored annually by the Planning Commission for compliance with Federal and State Law requirements.

DEFINITION OF CITY IMPLEMENTATION GROUPS

Arch. Comm.	-	Architectural Committee
Bldg. Div.	-	Building Inspection Division, Planning & Inspection Department
City Council	-	City Council
City Mgr.	-	City Manager's Office
Community Svcs.	-	Community Services Department
Fire Dept.	-	Fire Department
Parks/Rec. Dept.	-	Parks and Recreation Department
Planning Div.	-	Planning Division, Planning & Inspection Department
Planning Comm.	-	Planning Commission
Police Dept.	-	Police Department
Public Wks. Dept.	-	Public Works Department
Redev. Agency	-	Redevelopment Agency
Street Dept.	-	Street Department
Water/Sewer Dept.	-	Water and Sewer Utility Department

4.14.2 POLICIES AND PROGRAMS**Roadways****Policies**

1. Maximize the existing investment in roads. Make improvements to local thoroughfares within the existing right-of-way or adopted plan lines as warranted by demand and where cost effective.
2. Support efficient and effective use of revenue sources to adequately meet transportation needs.

Programs

- (i) Minimize spillover traffic from overloaded regional highways onto local streets. (Ongoing, Public Wks. Dept.)
- (ii) Concentrate through traffic on major streets. (Ongoing, Public Wks. Dept.)
- (iii) Interconnect traffic signals to synchronize timing and monitor traffic conditions. (Ongoing, Public Wks. Dept.)
- (iv) Continue to require property owners to provide rights of way, streets, and sidewalks that meet City standards for width and construction. (Ongoing, Public Wks. Dept.)
- (v) Inform state and federal officials of the City's position that broad base taxes, such as gasoline and sales, should be used for regional improvements and local entitlements for construction and maintenance. (Ongoing, State agencies)
- (vi) Office and industrial development shall contribute to the cost of transportation improvements through the Traffic Mitigation Program.

(Ongoing, Public Wks.)

- (vii) Annually adopt a 10-year Capital Improvement Program for transportation improvements. (Ongoing, City Mgr., City Council)

Highways Policies

- 3. Encourage highway improvements only where missing links, inadequate widths and at grade intersections impede traffic flow.

Programs

- (viii) Support the completion of the Measure A projects (Highways 101, 237, and 85). (Ongoing, outside transportation agencies)
- (ix) Support construction of HOV lanes and grade separations on the County expressways. (Ongoing, outside transportation agencies)

Transportation Demand Management Policies

- 4. Minimize the number of automobiles used in commuting.
- 5. Promote increase vehicle occupancy during commute hours. Promote measures to decrease the percentage of local employees commuting alone in their automobiles.

Programs

- (x) A Transportation Demand Management (TDM) program was adopted by the City in September 1989 and is incorporated into this Plan by reference. (Ongoing, City Council)
- (xi) Implement a TDM program for major employers with a long term goal for 35 percent of all employees to commute other than by driving alone. (To be implemented in 1992, City Mgr., Public Wks. Dept., Planning Div., Planning Comm., City Council)
- (xii) Encourage new development to incorporate TDM measures through site design guidelines, including preferential carpool and vanpool parking, flex time, transit ticket sales, enhanced pedestrian access, bicycle storage and on-site eating and recreation facilities. (Ongoing, Planning Div.)
- (xiii) Cooperate with the State, County and adjacent cities to add High Occupancy Vehicle (HOV) lanes to freeways and expressways. (Ongoing, Public Wks. Dept.)
- (xiv) Evaluate the Zoning Ordinance parking standards periodically to require only the minimum necessary parking. (Ongoing, Planning Comm.)
- (xv) Annually provide commute alternatives information in City's utility bill inserts or other City media releases. (Ongoing, Public Wks. Dept.)

Bus and Rail Systems

Policies

6. Support a transit system that provides enhanced commuter service.
7. Support a coordinated transit system that circles the South Bay and the Peninsula.
8. Support the County's effort to provide transit service to dependent populations such as the disabled, elderly, children, and those who cannot drive.

Programs

- (xvi) Support upgrading of service on the CalTrain line, the Light Rail line, and the Capital Corridor line. (Ongoing, outside transportation agencies)
- (xvii) Encourage the County Light Rail system to expand to North County. (Ongoing, outside transportation agencies)
- (xviii) Support Light Rail and Capital Corridor connections to the East Bay BART Line. (Ongoing, outside transportation agencies)
- (xix) Encourage as a long range objective, rail extension between the East Bay and San Jose, Santa Clara and beyond. (Ongoing, outside transportation agencies)
- (xx) Encourage the County Transit District to make peak hour service for high employment areas a priority. (Ongoing, outside transportation agencies)
- (xxi) Encourage feeder services to carry commuters to transit stations. Within the Bayshore North area, a privately operated shuttle service should connect major attractions, hotels, and commercial services to rail service. (To be implemented in 1992, City Mgr., Public Wks. Dept., Planning Div., Planning Comm., City Council.)
- (xxii) Encourage higher densities and supportive uses around major transit stations. (Ongoing, City Council)

Sidewalks, Bikeways and Trails

Policies

9. Encourage the use of bicycles and walking as alternatives to driving.
10. New overpasses and interchanges should be designed to accommodate bicycles and pedestrians.

Programs

- (xxiii) Require the construction of sidewalks in developments, redevelopments and major expansions. (Ongoing, Public Wks. Dept., Planning Div.)
- (xxiv) Encourage convenient pedestrian links between buildings and parcels occupied by the same company. (Ongoing, Planning Div.)

- (xxv) Encourage major employers to provide bicycle racks at employee entrances. (Ongoing, Planning Div.)
- (xxvi) Provide adequate bike racks at major public facilities. (Ongoing, Public Wks. Dept., Planning Div.)
- (xxvii) Continue to identify streets with adequate width for a safe network of bicycle lanes. (Ongoing, Public Wks. Dept.)
- (xxviii) Support construction of the Bay Trail system within Santa Clara including connector trails such as along Saratoga/ San Tomas Aquino Creek and the Guadalupe River. (Ongoing, Planning Div.)

* * * * *

CHAPTER FIVE

ENVIRONMENTAL QUALITY ELEMENT

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5.0 ENVIRONMENTAL QUALITY ELEMENT

The Goals of the Environmental Quality Element are to:

Conserve and improve the environmental quality of the City. Continue an emphasis on improving the physical environment of Santa Clara.

5.1 INTRODUCTION

Urbanization of the Santa Clara Valley has resulted in irreversible changes to the natural environment, including loss of native vegetation and wildlife, new water drainage patterns, and increasing noise, water and air pollution. These changes provide a challenge to the area to effectively protect environmental resources now and in the future.

It is necessary to look at the General Plan as an integrated whole, since statutory requirements that are addressed in this element overlap and intertwine with other elements such as Land Use, Housing, Transportation, and Public Facilities and Services.

5.2 SEISMIC and SOIL CONDITIONS

The Seismic and Soil information ensures the consideration of potential natural and man-made hazards in land use planning. Through this effort, injury and damage can be reduced and disaster relief costs minimized.

The range of hazardous considerations that may influence decisions includes seismic conditions, soil stability, and flooding. Through building and land use controls, the effects can be minimized by imposing special criteria or by modifying natural conditions. The impacts of the hazards can also be reduced through operational procedures for disaster recovery.

5.2.1 Seismic Conditions

Seismic activity is the result of either the actual movement of the earth or a reaction of the underlying soils to the earthquake or a combination of both causes.

Santa Clara Valley is a region of high seismic activity, as is all of California. It is likely that an earthquake with a magnitude equal to or greater than those which have occurred in this area in the past will happen again in the future.

No earthquake faults identified as active are located within the City of Santa Clara (see Fault Zone Diagram). The City is, however, seven miles from both the San Andreas and Calaveras Faults and five miles from the Hayward Fault. The closer Stanford and Silver Creek Faults have not been active in historic times.

Depending on the underlying geology, soil conditions and slope, individual sites behave differently during the same earthquake. Using these factors, the State Division of Mines and Geology has mapped the relative seismic stability of land within the City (see Relative Seismic Stability Diagram and Table).

(a) Ground Rupture

Because there are no known active earthquake faults within the limits of the City of Santa Clara, it is reasonable to assume that there will be no damage from actual ground rupture from faulting.

(b) Ground Shaking

The most widespread effect of an earthquake and usually the greatest cause of property damage and personal injury is ground shaking. The effects of ground motion on buildings depend on the characteristics of the shaking and the characteristics of the building. Other structural factors such as type and quality of materials and workmanship are also important. The main consideration is the capability of the foundation as a structural system to respond to earthquake ground motion as an integral unit.

Regulations within the Uniform Building Code and other State mandated requirements incorporate seismic information and considerations. Structures built in accordance with these regulations should be able to: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage but with some non-structural damage; 3) resist major earthquakes without collapse but with some repairable structural damage as well as non-structural damage; and 4) resist major earthquakes, equal to the strongest experienced in California, without collapse but with major nonstructural and structural damage which may not be repairable.

More than 90 percent of the buildings in Santa Clara were built under modern building codes and are, therefore, considered to present lower risks for users and owners. Most older structures in Santa Clara are one-story and two-story and are built with materials and types of constructions likely to survive anticipated shaking with minimal damage.

Typical wood frame construction can withstand severe shaking and can even be thrown off its foundation without collapse. Buildings that deteriorate to an unsafe condition are subject to the Uniform Code for the Abatement of Dangerous Buildings, which requires that they be improved or demolished.

Figure 5-A:

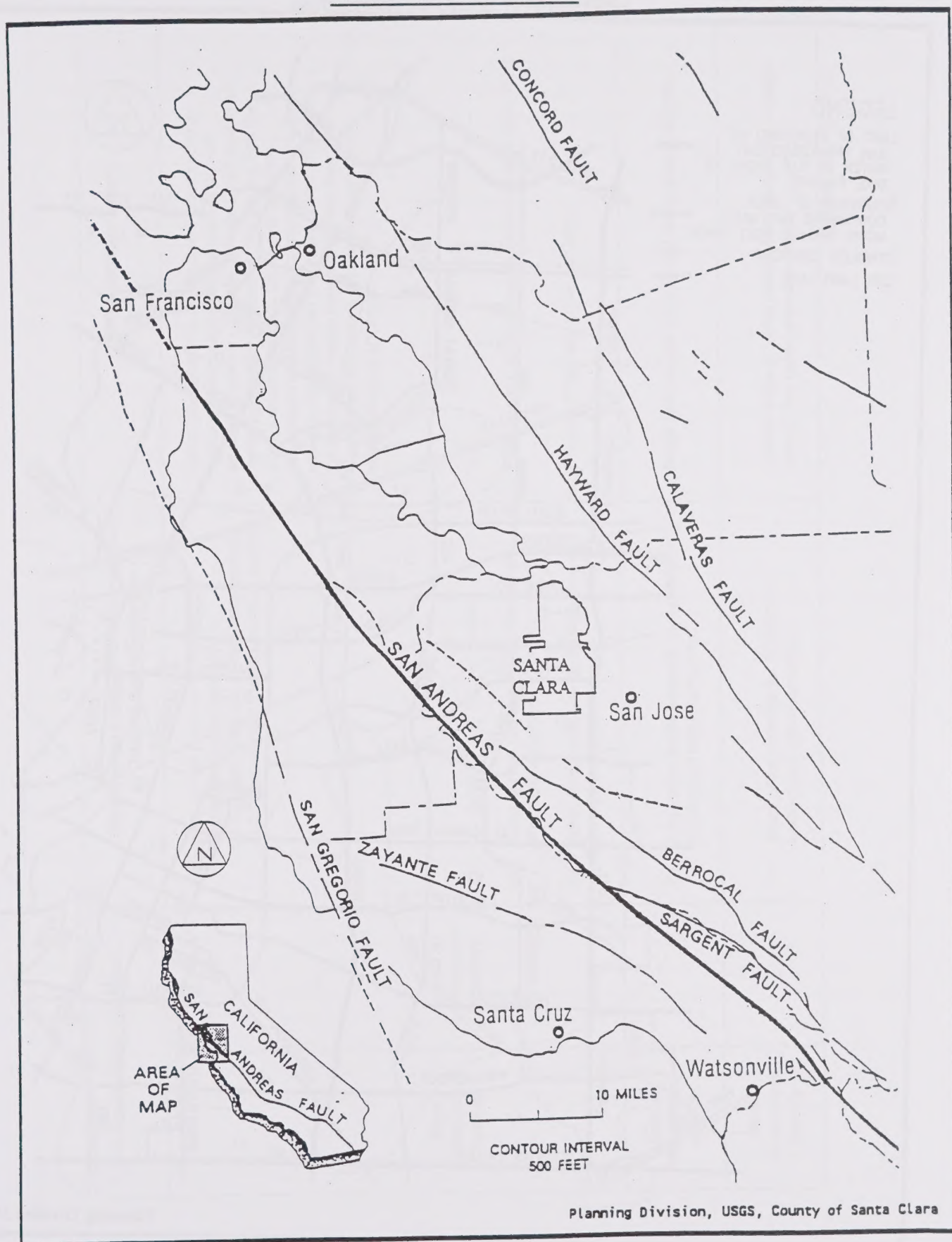
EARTHQUAKE FAULTS

Figure 5-B:

RELATIVE SEISMIC STABILITY

LEGEND

— LIMIT OF FLOODING BY
SAN FRANCISCO BAY
WATER IN THE EVENT OF
DIKE FAILURE

--- BOUNDARY OF AREA
CONTAINING BAY MUD
MORE THAN 5 FEET THICK

- - - STABILITY CONTOUR

..... CITY LIMIT LINE



Planning Division 3/91

Figure 5-C:

RELATIVE SEISMIC STABILITY

Site-Investigation Need Zone		Geotechnical Problems to be Considered In Detail by Site Investigation	Characteristic Features
Major Geotechnical Hazards	D1	Areas of high potential for liquefaction, lurching and lateral spreading. D1-1 : Water table 0 to 10 feet below surface; D1-2 : Water table 10 to 20 feet below surface.	Water table less than 20 feet below ground surface. Lateral spreading and lurching potential highest adjacent to stream channels. D1 areas have a relatively higher potential for liquefaction, but are not high risk areas compared with Dr, Ds, Df and Dc zones. Liquefaction was rare in the County in 1906 and is not known to have occurred in the City of Santa Clara from the strongest shaking known in the Bay Area. The County does not require automatically geological investigations in D1 areas.
	D Site Investigations Mandatory	Dc Areas of High potential for liquefaction and differential settlement Df Areas of high potential for flooding from tsunami overtopping dikes.	Peat deposits or compressible bay mud thicker than 5 feet. Elevation 0 to 5 feet above sea level.
	Moderate Geotechnical Hazards	E1 Areas of moderate potential for liquefaction, lurching and lateral spreading.	Water table ranges 20 to 50 feet below ground surface.
Minor Geotechnical Hazards	F	F1 Areas of low potential for liquefaction, lurching and lateral spreading.	Hillside areas or Valley areas where water table is deeper than 50 feet below ground surface.

SEISMIC.WK1\07/28/92

(c) Liquefaction

Liquefaction occurs when water-saturated soils composed of silt or gravel are subjected to shaking by an earthquake. If the water is unable to drain, the soil assumes the property of a heavy liquid and no longer provides adequate support for foundations, buildings or upper layers of soil. Such liquefaction can cause severe damage to structures as a result of settling, tilting, or floating. Where natural or manmade earth hazards or poor soil conditions can not be avoided, there are ways to reduce the risks of liquefaction, lurching, and lateral spreading, to acceptable levels. The ways to reduce and minimize such risks include, but are not limited to, dewatering and drainage, compaction by various means, rock bolts, piles or caissons, keyed-in continuous foundation walls, chemical treatment, cement injections, vibro treatment, well drained retaining walls, and meeting building code requirements for new construction. The areas of potential liquefaction within the City are noted on the Relative Seismic Stability Diagram.

(d) Differential Settlement

When loose or medium density soils are subjected to shaking, they can become compacted. Differential or uneven settlement beneath a building can cause serious structural damage. Prolonged shaking of the alluvial soils of the Valley could cause such settlement, particularly if liquefaction of deeper soils occurs. For a discussion of local soil conditions see the section on Soil Conditions below.

(e) Flood Hazards due to Seismic Activity

If the Lexington Reservoir Dam failed, flooding is not expected to be a significant hazard to Santa Clara because of its distance (nine miles) from the reservoir.

Similarly, the distance of Santa Clara from the Bay and the intervening salt ponds and levees is expected to provide adequate protection against waves generated by earthquakes. The only exception is the area between State Route 237, Guadalupe River, Lafayette Street and Santa Clara Golf Course.

5.2.2 Soil Conditions

The floor of the Santa Clara Valley has been built up over many thousands of years through a process of erosion of soils from the surrounding mountains and the deposit of these sediments in the Valley. As a result of this process, the topography of the City is very level and there are no significant mineral resources. The absence of mineral resources is relevant to the Land Use Element, which otherwise requires an analysis of the resources and provisions to ensure their continued availability. Under the City of Santa Clara, these sedimentation layers are considered generally stable under nonseismic conditions. This stability is enhanced by the lack of steep slopes within the City of Santa Clara. The elevations of the City reach 160 feet in the southwest corner and fall off gradually to approximately five feet on the northernmost boundary.

(a) Weak Soils

The area within the City of Santa Clara which is underlain by Bay mud is the northern portion south of Route 237. This area is partially used for a storm drainage retention basin and the remainder for sanitary landfill.

(b) Expansive Soils

Many high clay content soils within the Santa Clara Valley are expansive. Shrink-swell characteristics are triggered by the change in the amount of water within these soils. The soil swells when the water content is increased and shrinks when decreased. This condition requires special design considerations where applicable.

(c) Erosion

Because of the City's flat terrain and well-established creek channels, erosion is not a significant hazard within the City.

(d) Sanitary Landfill

Sanitary fill exaggerates the shaking motions of earthquakes affecting the site. Approximately 300 acres are planned for sanitary landfill to a depth of 30 feet. When the landfill process is complete, this land may become available for development. At that time, the structural characteristics of the land will require special design considerations and impose constraints on the type of development that may occur.

5.2.3 Subsidence

Subsidence is a gradual lowering of an area of ground which in turn may create flooding problems. Northern Santa Clara has had significant subsidence due to a drop in the underground water levels. This decline was the result of more water being removed from the underground sources than was being replaced. The Santa Clara Valley Water District has a program of recharging the ground water basin with imported as well as local water to reduce subsidence, and ground water levels were in equilibrium as of 1990.

5.3 FLORA AND FAUNA

Urban development has occurred throughout the Santa Clara Valley and has introduced new vegetation and species. The original vegetation within the City of Santa Clara was first modified by agriculture. Today the City is an urban environment where the habitat is limited by the type of land development.

5.3.1 Flora

Urban trees provide protection from climate extremes and fill the physical environment with vitality and beauty. Street trees unify the face of the street where there are diverse functions or facades, and they separate pedestrians from autos, both physically and psychologically. Planners, landscape architects, and traffic engineers have observed that motorists tend to drive more slowly on tree-lined streets.

Several streets in the City have extensive landscaping, including El Camino Real, Great America Parkway, Mission College Boulevard, Scott Boulevard, Tasman Drive, and Saratoga Avenue.

Vegetation associated with urban development in the City is mostly ornamental. The City has a street tree program which provides a tree for each single family lot. The species emphasis in this program has been on smaller trees that do not require extensive maintenance and do not damage sidewalks. These smaller trees, however, do not provide the shade and visual impact of larger varieties.

Trees large enough to create a leaf canopy above streets and parking areas have a substantial impact on the immediate environment. The canopy intercepts a large amount of solar heat during the day. Water vapor given off also absorbs solar radiation and lowers the surrounding temperature. In general, an extensive tree canopy will moderate temperature extremes and winds.

The urban vegetation found in the City of Santa Clara varies greatly: tree grove, street strip, shade tree / lawn, lawn, and shrub cover. Drought tolerant plantings and water efficient landscape designs are encouraged throughout Santa Clara.

5.3.2 Fauna

The natural landscape of the Santa Clara Valley floor was comprised of grasslands, savannahs, and salt and freshwater marshes which had supported a large amount of wildlife habitat of immense variety. The animal life was comprised of elk, deer, rabbits, bald eagles, geese, ducks, seabirds, grizzly bears, coyotes, and other game. As the original vegetation was replaced, the range of wildlife was reduced and is nearly eliminated within the City of Santa Clara. Native species have been supplanted by species which are more compatible with an urbanized area.

5.3.3 Endangered and Threatened Species

An inventory of natural vegetation, fish and wildlife and their habitats within the City shows there may be endangered and threatened species as designated by Federal and State agencies. This list is included in Appendix to this General Plan.

The absence of a special animal, plant, or natural community from the endangered and threatened species and candidate species list does not mean that they are absent from the City of Santa Clara. The occurrence of special species or natural communities (flora and fauna) in the vicinity of the City may be an indication that they would also occur within the City itself.

This map of Santa Clara County illustrates various water resources and hydrological features. Key elements include:

- Nitrate Concentrations:** Indicated by circles with numbers (12, 13, 14, 15, 16, 20, 22, 24, 26, 28, 32, 36, 40, 44, 48, 50, 52, 56) representing nitrate levels in groundwater. A legend notes that concentrations above 10 mg/l may be injurious to infants and harmful to industrial processes.
- Marine Fog Areas:** Shaded regions representing potential water resources at elevations between 960' and 2400'.
- Precipitation Contours:** Lines labeled with values (36, 40, 44, 48, 50, 52, 56) representing mean annual precipitation in inches.
- Drainage Flow:** Arrows indicating the direction of subregion drainage flow.
- Streams and Watersheds:** Lines representing stretches of streams with water percolation potential and the boundaries of major surface watersheds.
- Infrastructure and Landmarks:** The map shows major freeways, the Santa Clara River, and the city of Santa Clara.
- Scale and Orientation:** A north arrow and a scale bar (0 to 2 miles) are provided for reference.

5.4 WATER RESOURCES

The Santa Clara Valley Water District is a local public agency responsible for Santa Clara County's water supply and flood control needs. The District has responsibility for flood control, importation of water, groundwater recharge, and water treatment and distribution within the geographic area of the District, which includes the City of Santa Clara. Santa Clara Valley Water District's facilities and programs provide the County with high-quality drinking water and protection from flooding.

The water supply available to the City of Santa Clara can be divided into the following classifications: groundwater, imported water from San Francisco's Hetch-Hetchy system, and imported water from the Santa Clara Valley Water District, all of which are used for potable water purposes, and reclaimed wastewater, which is used for certain permitted landscape irrigation and construction purposes. Until the mid-1960s, groundwater was the City's sole source. In 1965, the Santa Clara Valley Water District began importing water into the Santa Clara Valley. The District uses this imported water for local groundwater recharge and, in 1967, began treating a portion of it for direct resale to various retail water agencies within the county. The City of Santa Clara is one of the retailers of this treated water.

5.4.1 Background

Water use increased from 2,995 million gallons (MG) in 1959-1960, to 5,743 MG in 1970-1971 and 10,279 MG in 1984-1985. Usage for 1988 was 10,005 MG. Annual water production is estimated to be 10,335 MG in 1990 and 12,000 MG in 2005.

The City's surface area is approximately 19.3 square miles. During 1988, land use was: 46% residential, 37% commercial and industrial, and 17% public. Water use for that year was: 47% residential, 46% commercial and industrial, and 7% public. Normally, 30% of the City's water is treated surface water purchased from the Santa Clara Valley Water District and from San Francisco's Hetch-Hetchy system. The remaining 70% is pumped from the City's 28 wells.

5.4.2 Groundwater

The groundwater basin over which the City is located comprises the largest of three interconnected groundwater basins in Santa Clara County. This basin is comparable to a large underground reservoir.

Hydrologically, the Santa Clara Valley groundwater basin is separated into two zones: the "forebay" and "pressure" zones. Geological conditions in the forebay zone allow precipitation, stream flow, and water diverted into percolation ponds to enter and "recharge" the deeper aquifers. The pressure zone includes areas of the valley where impervious and generally continuous clay strata overlie the major groundwater aquifers. The City of Santa Clara lies entirely within the pressure zone. The groundwater aquifers in the pressure zone are the most productive in the valley and the source of most groundwater extraction.

As a result of urban development and the corresponding increase in water demand, a long-term overdraft of the groundwater has occurred. This long-term overdraft has resulted in the lowering of the groundwater table and compaction of certain aquifers. It

also caused significant land surface subsidence in the northern part of the Valley, including north Santa Clara. Some groundwater aquifers are actually below the level of San Francisco Bay. However, impervious clay strata have prevented salt water intrusion into these aquifers. In recent years, records indicate that groundwater levels have improved due to importation of water and groundwater recharge, and are currently in equilibrium.

The amount of groundwater that can be withdrawn without causing a recurrence of land surface subsidence is called the "safe yield", and is dependent upon many factors, including the quantity of water available for recharge and the efficiency of the recharge program. There is now sufficient experience to estimate the safe yield of the basin. The City in 1991 is at safe yield limits and in the future will meet increased water requirements by placing more reliance on imported water.

The Santa Clara Valley Water District prepares an annual survey of Santa Clara County groundwater basin conditions. Based on the District's groundwater reports, it appears the annual safe yield of the Santa Clara Valley groundwater basin is between 137,000 and 169,000 acre feet. The City expects to pump 24,600 acre-feet of groundwater during 1990 (compared to 24,100 acre-feet in 1984-1985). It is likely that 24,600 acre feet will be the allowable annual limit on groundwater available for use by the City, based on the safe yield of the groundwater basin.

5.4.3 Santa Clara Valley Water District Imported Water

The Santa Clara Valley Water District has eight local reservoirs with a capacity of 155,000 acre-feet. These reservoirs collect local run-off during the winter storms for later release to percolation ponds. From these ponds, water percolates and recharges the underground aquifers. In addition to local run-off, water imported from the State Water Project and the United States Bureau of Reclamation's Central Valley Project is also utilized to recharge the underground water basin.

In 1990, the City of Santa Clara received about 15 percent of its water supply from the District's treated water distributary through a connection located at the Serra Water Storage Tank site near the intersection of Stevens Creek Boulevard and Interstate Route 280. This connection was designed for a maximum flow of approximately 4,000 gallons per minute (GPM). For the City to utilize more than 4,000 GPM would require repumping some of the water, modification of the City's storage and transmission system, and expansion of the District's Rinconada Water Treatment Plant.

5.4.4 City of San Francisco's Hetch-Hetchy System

The City of San Francisco obtains water from the Tuolumne River watershed in the Sierra Nevada mountains, Calaveras Reservoir in Alameda and Santa Clara Counties, and from Crystal Springs Reservoir on the San Francisco Peninsula.

Water from the Sierras and from Calaveras Reservoir is delivered by the Hetch-Hetchy Aqueduct. A branch of this aqueduct traverses the northern portion of the City of Santa Clara.

The City has two connections to the Hetchy-Hetchy system, with a combined capacity of 7,500 GPM. These connections feed directly into the City's distribution system at sufficient pressure to avoid the need for pumping. The City can also store Hetch-Hetchy water in

the Northside Storage Tanks for later repumping into the water distribution system.

The City's maximum contract limit for this source is 6.57 million gallons per day.

The current water supply contract between the City of Santa Clara and the City of San Francisco is temporary and interruptible. If an interruption of water supply to the City is required, two years advance notice by San Francisco will be given. Further, if an interruption of service is necessary to reduce annual supply, then the interruptions to the City would occur only in non-peak-use months.

5.4.5 Future Water Needs

Since groundwater withdrawals by the City of Santa Clara have already reached the maximum safe yield, the City must rely on imported treated water, use of reclaimed water and conservation to meet increased water demands. One alternative would be for the Santa Clara Valley Water District to provide a treated water connection to north Santa Clara from a project similar to the San Jose Distributary line shown on the District's Master Plan in the 1970s, but now deleted. The City's expected future growth will occur primarily in its northerly part.

5.4.6 Wastewater Reclamation

Wastewater reclamation has been the subject of studies by individual dischargers and has resulted in reclamation projects.

An important means of conserving the City's Water Supply is to provide reclaimed water for those uses where non-potable water is suitable. The reclaimed water supply available to the City is the filtered and treated effluent from the San Jose/Santa Clara Water Pollution Control Plant.

The City has recently completed a reclaimed water distribution pipeline capable of delivering 2500 GPM or 3.6 MGD. This pipeline provides irrigation water to the municipal golf course at two points, one on the east side of Lafayette Street and the other at Great America Parkway just south of Old Mountain View Road. The next phase will extend the pipeline in Lick Mill Drive south of Tasman Drive to serve median landscape irrigation and the new City park planned for that area.

Although a few specific applications of this water have been permitted thus far (for golf course irrigation, certain construction uses and municipal maintenance), other uses of reclaimed wastewater, including general landscape irrigation, must be approved by the California Regional Water Quality Control Board.

The incentives for prospective customers to utilize reclaimed water include: lower unit cost for water; supply in times of drought; and, for some industrial uses, a higher quality water than their current supply. The disincentives include: more stringent regulations on the time and place of water use; requirements for public notification; and landscape soil amendments to counteract the accumulation of dissolved salts and minerals.

5.4.7 Water Conservation

Droughts in California are a fact of life, and no one is yet able to predict when droughts will begin or how long they will last. Water conservation can serve as a substitute for new

water supplies by saving existing water for new users. The City of Santa Clara is promoting efficient water use through landscape design and management. Other conservation efforts include public education programs, presentations at local schools and organizations, mailing water conservation suggestions with water bills, distribution of water conservation kits, and regulation of water waste through adoption and enforcement of appropriate water use regulations. Future measures might include water pricing structures that encourage better water management practices.

5.5 WATER QUALITY

5.5.1 Drinking Water Regulations

The quality of drinking water is vigorously regulated by the Federal Government. In 1974, Congress passed the Safe Drinking Water Act which required the Environmental Protection Agency (EPA) to establish uniform standards for drinking water. The Safe Drinking Water Act was amended in 1986, adding even more stringent standards. In California these standards are enforced by the California Department of the Health Services.

There are two types of drinking water standards. Primary Standards are designed to protect public health. These standards specify the maximum contaminant levels for substances in water that may be harmful to humans or affect their health if consumed in excess. Secondary Standards are based on aesthetic qualities of water such as taste, odor or clarity. These standards specify limits for substances that may affect consumer acceptance of the water.

In addition, the State of California sets Action Levels to limit public exposure to substances not yet regulated by federal standards.

The City of Santa Clara is committed to providing a safe and reliable supply of high quality drinking water. The Annual Water Quality Report published by the City of Santa Clara contains the latest laboratory test results, and answers the most common water quality questions asked by customers.

Under the City's water testing program, a vast array of water quality factors, including coliform bacteria, taste, odor, color, clarity, hardness, minerals, radionuclides, and organic and inorganic chemicals, are tested on a regular basis. Every month, more than 100 water samples are tested by a State-certified laboratory using the most sophisticated equipment and up-to-date testing procedures. These tests have always shown that the City of Santa Clara's water not only meets, but surpasses all existing safe drinking water standards.

5.5.2 San Francisco Bay Water Quality Issues

The State Water Resources Control Board, through its nine Regional Boards, has the responsibility to ensure the protection of water quality and allocation of water rights. Each region develops a Basin Plan which provides the basis for a Region's entire regulatory and enforcement program, and addresses major issues including wetland protection, toxicity control, urban runoff management, and dredging. The Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan) was revised and adopted by the San Francisco Regional Water Quality Control Board in 1986, and approved by the State Water

Resources Control Board in September 1987.

Water quality in Santa Clara is critical to San Francisco Bay. All surface waters in the area flow into the southern portion of the Bay where there is a low capacity to absorb pollutants. Pollutants could enter local waters from three sources: runoff, sewage treatment plant, and landfill areas.

Runoff is the least controlled of the three, travelling freely from streets, parking lots and roofs to storm drains and into streams. In the Bayshore North area, some of the runoff is collected in retention basins where some form of detention or treatment may be possible. Recent studies indicate that storm water runoff contains pollutants that affect water quality of the Bay. The City's Street Department and the County's Health Department monitor certain discharges as required by law. In addition the cities, County and Santa Clara Valley Water District have developed an area-wide Nonpoint Source Pollution Control Program which uses the best practical measures to reduce pollutants in storm water runoff.

A Regional Water Quality Control Board review of a study submitted by the South Bay Dischargers Authority (SBDA) in 1989 raised concerns that San Jose/Santa Clara's highly treated wastewater has caused the conversion of saltmarsh to fresh water and brackish marsh, thereby reducing the habitat of two endangered species, the California clapper rail and the saltmarsh harvest mouse.

Potential contamination by seepage from sanitary landfill was a major issue in the Board's granting a permit for the City's expanded landfill operation. The Water Quality Control Board required special engineering of the site to ensure that liquid pollutants would be contained within the fill.

5.6 FLOODING

The four streams that run through the City, Saratoga Creek, San Tomas Aquino Creek, Calabazas Creek, and the Guadalupe River, carry water from their watershed areas to the Bay. Development in the watershed and on the Valley floor has substantially increased the amount of runoff carried by these streams and the damage potential of floods. In 1974, the Federal Government identified the flood prone areas of the City (areas subject to a one percent chance of flooding in a year). For more information, see the 100 Year Flood Hazard Zone Diagram.

The Santa Clara Valley Water District is responsible for flood control of the streams within Santa Clara. To accommodate the increasing runoff and past subsidence, the District has been widening and straightening the channels and constructing levees. These modifications have changed the character of the streams from natural creeks to flood control channels, some lined with concrete or rock gabion.

The flood prone areas occur in low lying land between the stream levees. In Santa Clara, this situation occurs mainly in the area north of the Bayshore Freeway. The City has developed a master drainage plan for this area which will collect local runoff in two retention basins and at several other pump stations from which it will be pumped over the levees into the streams.

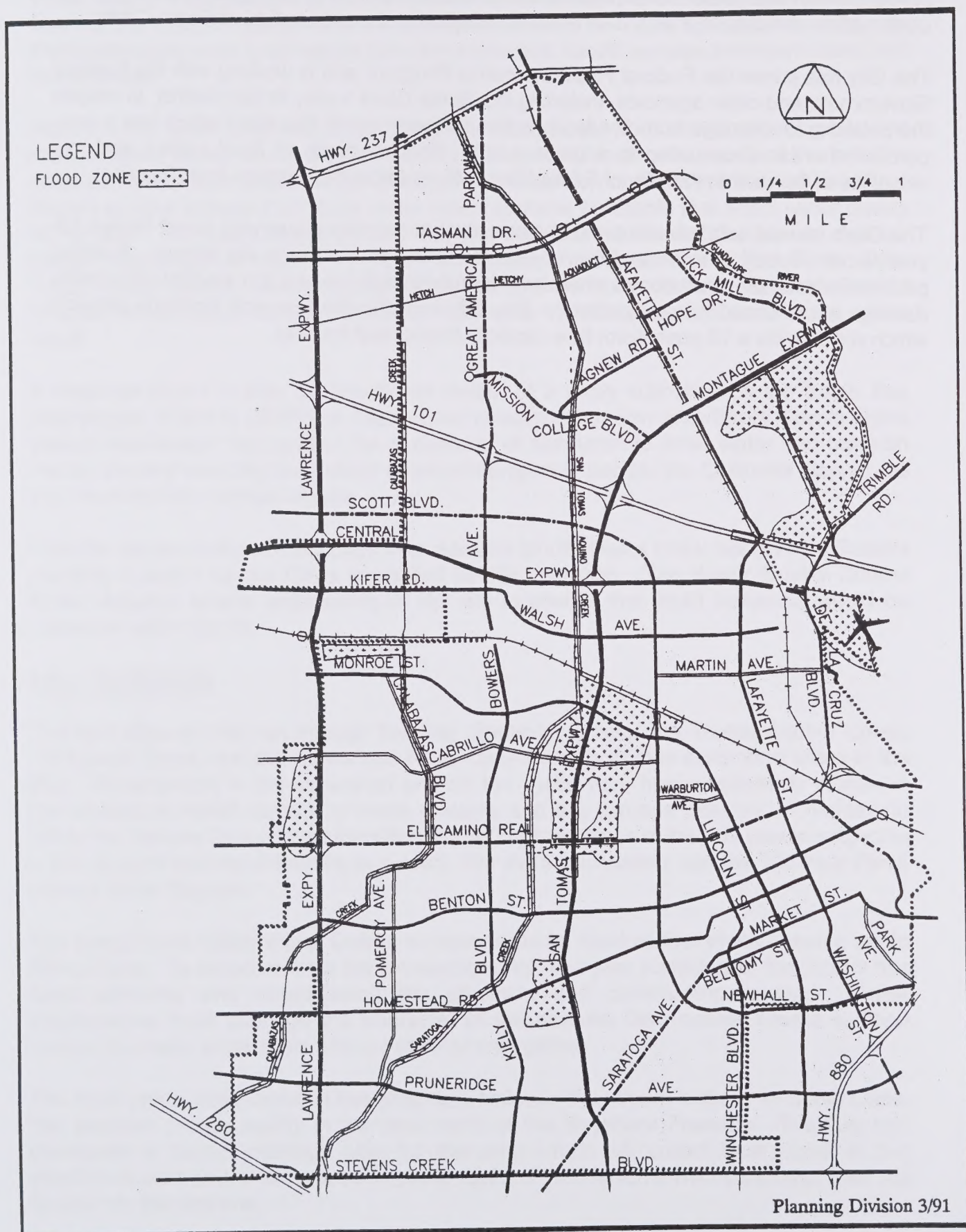
Adding to the flood problem in the northern-most portion of Santa Clara is the potential salt water inundation. This land is below the extreme high tide elevation of San Francisco Bay (10 feet mean sea level). This problem has been alleviated by raising the levees and the construction of Route 237 as a dike between the Baylands and the City of Santa Clara.

The City has joined the Federal Flood Insurance Program and is working with the Federal Government and other agencies, including the Santa Clara Valley Water District, to reduce the potential for damage from floods up to the 100 year event (the flood which has a one-percent chance of occurring in a given year). Shallow depth of flood waters and low velocities of flow within the City of Santa Clara will minimize the damage from flooding.

The City's newest subdivisions provide storm sewers capable of carrying runoff from a 10-year flood. Runoff in excess of the 10-year flood will be carried in the streets. Building pads have been elevated above street level to substantially reduce the amount of property damage experienced in a major flood. The City has identified several drainage projects which will provide a 10-year storm flow capacity throughout the City.

Figure 5-E:

100 YEAR FLOOD HAZARD ZONE



5.7 HAZARDOUS MATERIALS

"Hazardous materials" is any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. This includes, but is not limited to, hazardous substances and hazardous wastes.

Industry is the greatest generator of hazardous waste. Industries typically use or generate significant volumes of solvents, organic liquids, metals in liquid solutions, and organic sludges and solids. At the other end of the scale, thousands of households generate hazardous waste through the use of household products, pesticides, solvents, and used motor oil. Two other sources of hazardous waste are from leaking underground tanks and contaminated sites. The proper handling, disposal, and clean-up of hazardous materials are priorities in the City of Santa Clara.

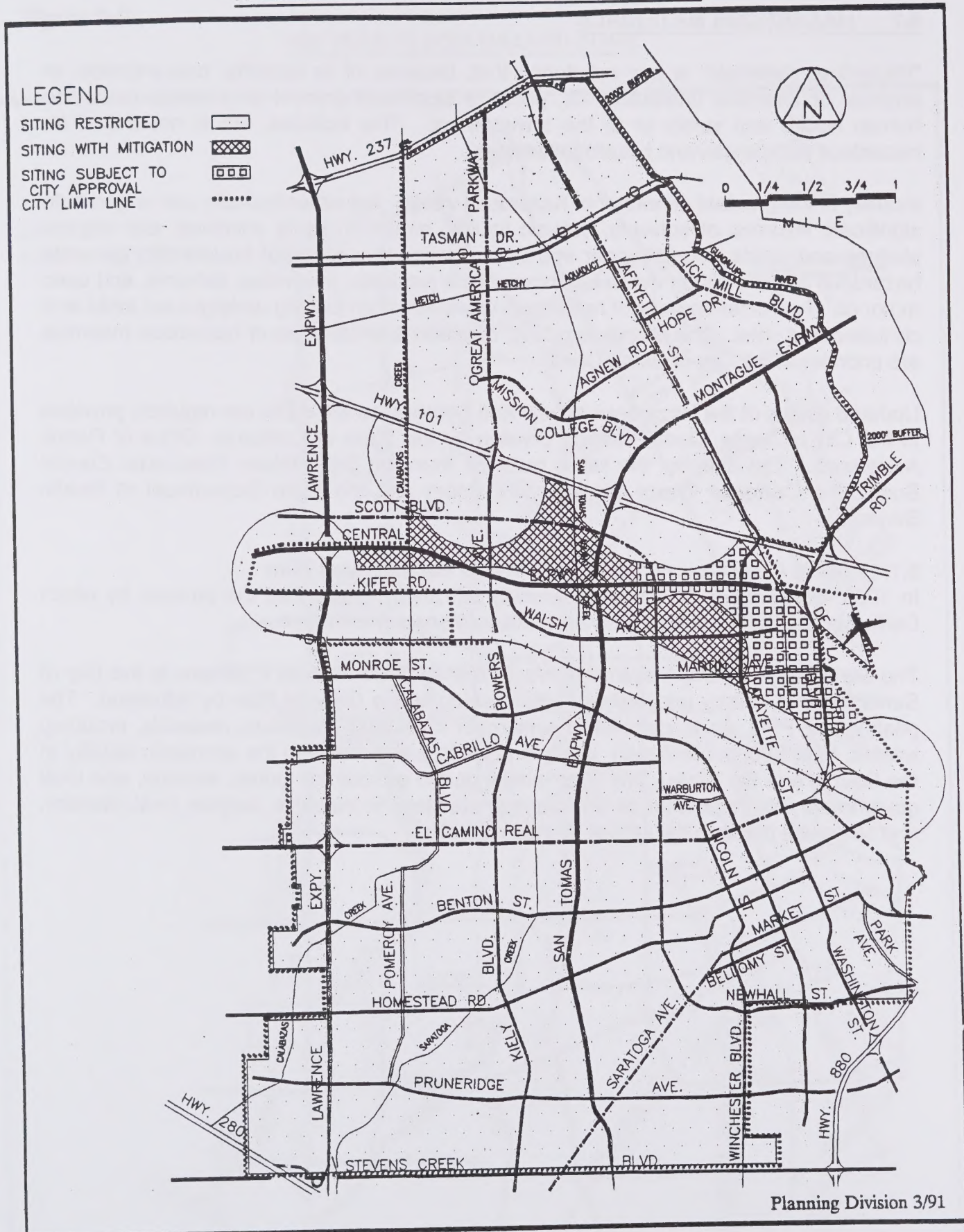
Updated copies of the Hazardous Waste and Substances Sites List are regularly provided to the City of Santa Clara Planning Division by the State of California, Office of Permit Assistance. The data for the list is received from the State Water Resources Control Board, the California Waste Management Board and the State Department of Health Services.

5.7.1 Santa Clara County Hazardous Waste Management Plan

In 1986, the "Tanner Bill", State Assembly Bill 2948, established the process by which California counties develop Hazardous Waste Management Plans.

The Santa Clara County Hazardous Waste Management Plan as it pertains to the City of Santa Clara is hereby adopted and incorporated in this General Plan by reference. The goals of the Plan are to establish a system for managing hazardous materials, including wastes, to protect public health, safety and welfare and maintain the economic viability of the County and the State. The Plan is intended to provide the public, industry, and local government with information to take appropriate steps to minimize, recycle, treat, dispose, and otherwise manage hazardous wastes.

Figure 5-F:

HAZARDOUS WASTE SITING CONSTRAINTS

5.7.2 Hazardous Waste Siting Constraints

The City closely monitors the location and handling of hazardous material, including hazardous wastes. Consistent with the County Hazardous Waste Management Plan, the City has adopted standards for review of Hazardous Waste Management Facilities, along with a Hazardous Waste Siting Constraints Diagram which indicates those industrial areas appropriate for consideration of siting of such facilities. Sites outside of those areas shown on the diagram will not be considered for permanent siting of hazardous waste facilities, due to existing or potential environmental constraints and inconsistency with the Policies and Programs of this Plan. Areas with General Plan land use designations of Light or Heavy Industrial are appropriate for hazardous material, chemical treatment or transfer points if potential adverse impacts are mitigated as part of conditional approval.

An example of an area not considered appropriate for siting or expansion of manufacturing uses which use hazardous materials is the area north of the Bayshore Freeway, near the Tasman Light Rail line. The City anticipates increases in the number of people using the Light Rail Line, going to the Convention Center, Great America Amusement Park, Mission College Campus and other destinations.

5.8 NOISE

The Noise Section of the Environmental Quality Element relates most directly to the Land Use and Transportation Elements of this plan. The Noise Section identifies noise issues that develop between land uses and their environment or result from transportation facilities, and suggests ways to address them.

The problem of noise has worsened rapidly as our society has become mechanized and urbanized. Freedom from excessive noise is one measure of the quality of life. Noise is defined as unwanted sound. Sounds become unwanted when they disrupt the ability to talk, listen, learn, work, relax or sleep. Basic types of noise are: 1) Ambient Noise - A relatively steady background noise which is an accumulation of different noise sources most of which are transportation related. 2) Single Event Noise - An unusual, occasional or temporary noise such as loud music, construction work or ambulance siren. 3) Operational Noise - A continuous or frequent noise related to the use of property such as heating and cooling systems and business activities occurring at loading / delivery docks.

Noise can create both physical and psychological effects through annoyance and disruption of sleep, relaxation, and concentration. Santa Clara is an urban area, the City is working toward reasonable reduction of the adverse effects of excessive noise on its residents and maintenance of acceptable noise standards.

Figure 5-G:

NOISE AND LAND USE COMPATIBILITY (Ldn & CNEL)LEGEND

COMPATIBLE.



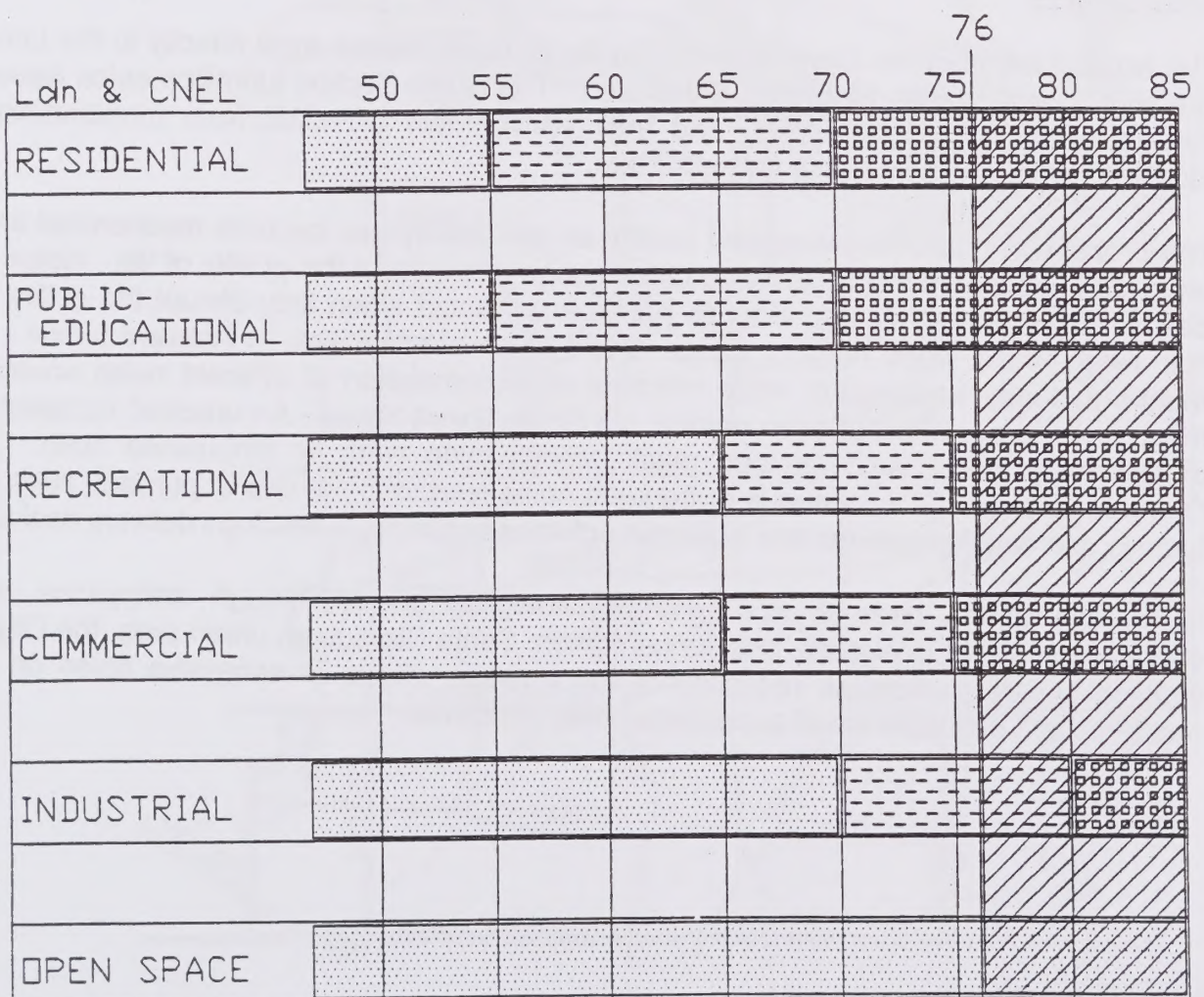
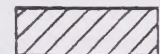
REQUIRE DESIGN & INSULATION TO REDUCE NOISE LEVELS.



INCOMPATIBLE. AVOID LAND USE EXCEPT WHEN ENTIRELY INDOORS AND AN INTERIOR NOISE LEVEL OF 45 Ldn CAN BE MAINTAINED.

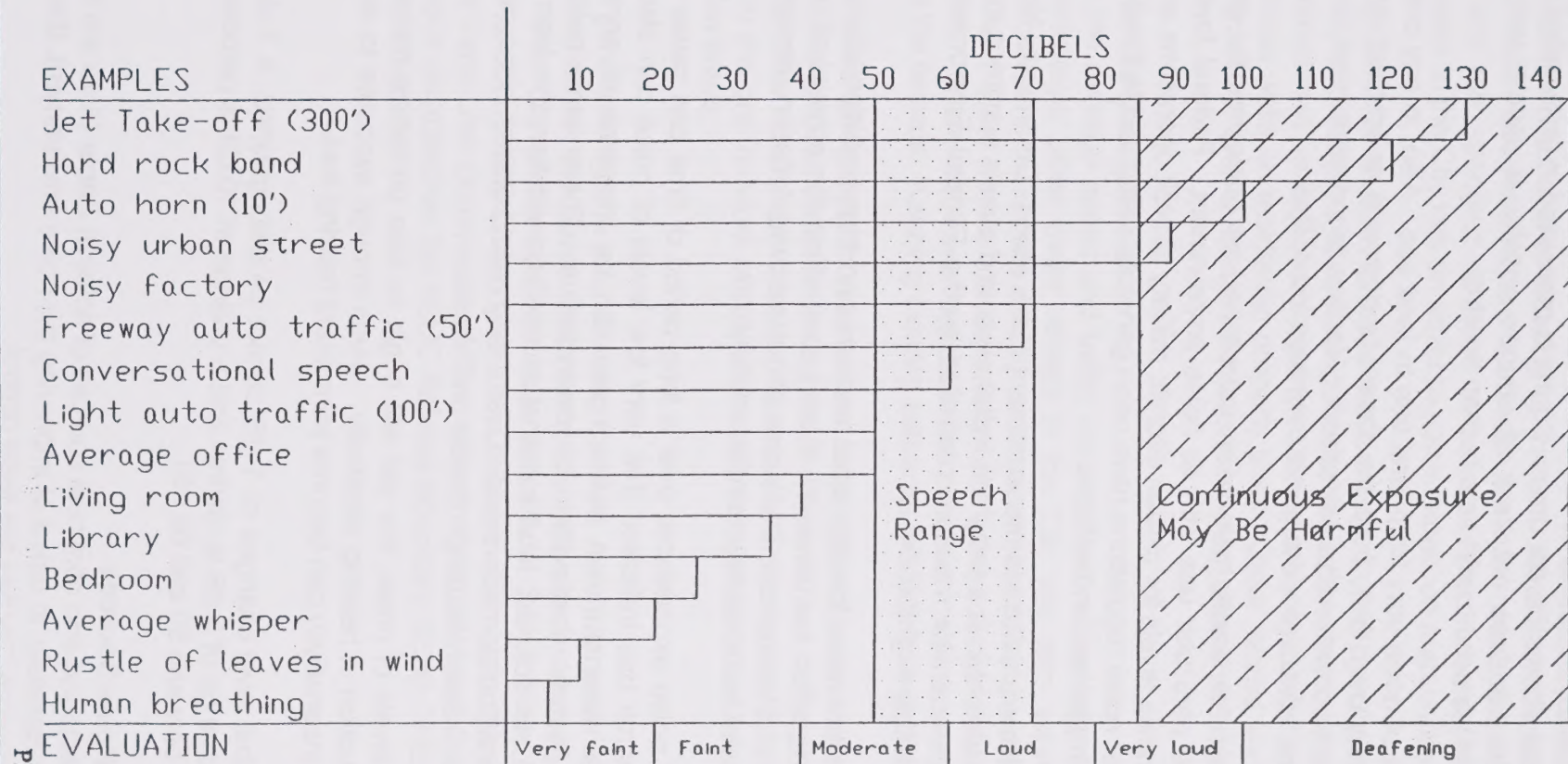


HEARING DAMAGE POSSIBLE WITH LONG TERM EXPOSURE.



Planning Division 3/91

COMMON SOUNDS IN DECIBELS



5.8.1 Measurement of Noise

Sound is the result of the vibration of an object which is transmitted through the air in waves which in turn vibrate the ear drum. Sound is measured in units called decibels (dB).

Since the human ear does not hear all sounds equally, a special weighted decibel measurement (dBA) is used to simulate human hearing.

Acceptable levels of noise vary from land use to land use. Also, in any one location, the noise level will vary over time, from the lowest background or ambient levels to that of passing airplanes or construction equipment. Various techniques have been developed which measure the effects of noise levels over a period of time.

State and Federal Standards have been established as guidelines for determining the compatibility of a particular use with its noise environment. Federal laws and policies typically control noise levels for civilian aircraft, military aircraft operations and noise levels of trains. All other noise regulations have been generally delegated to the States and local governments to implement and enforce.

The State of California utilizes a measurement scale called "Community Noise Equivalent Level" (CNEL) which places a weighted factor on sound events occurring in the evening or nighttime hours. A similar measure promoted by the Federal Environmental Protection Agency is called "Day-Night" (Ldn).

The City can control noise through local land use and transportation planning. Decisions about the type, location and intensity of land uses affect the amount of noise generated and the extent of the impact. Decisions about roadway location, design, capacity and traffic management methods have similar implications.

Extremely loud noise experienced over a long period of time can cause deterioration of hearing. Research has indicated that very low levels of noise can also have adverse effects. At the most common levels, noise can be a source of annoyance through interruption of periods of relaxation or concentration. These same noises at night can interrupt sleep. In schools, loud external noises can weaken the learning process by making speech difficult to understand. Over a long period of time, annoyance can become a psychological problem causing irritation and stress.

At the higher levels of noise, the ear will begin to take protective measures such as a temporary reduction in hearing sensitivity. Given enough exposure to such noise levels, the temporary insensitivity can become permanent hearing loss.

Typically, decibel level changes of 1 dB cannot be distinguished, a 3 dB change is just noticeable, a change of 5 dB is distinct and a change of 10 dB is perceived as a doubling of noise (e.g., between 50 and 60 dB).

5.8.2 Major Noise Sources

The most widespread and continual sources of noise in Santa Clara are the transportation facilities. Unfortunately, in terms of improving the noise environment, these same facilities are those over which City has the least control.

(a) Freeways and Expressways

A moving car has a number of noise sources; the engine, the exhaust, the tires in contact with the road, and air passing by the car. All of these tend to increase with higher speeds. As a result, those roads with the most cars and the highest average speeds are the strongest sources of noise. The network of freeways and expressways in the City has an adverse noise impact on many homes.

The design and construction of these roads are controlled by either the State or the County. By depressing a road through a developed area, acceptable noise levels can be maintained on adjacent property. On expressways, the County has begun to build noise walls on residential property lines. Other factors such as pavement texture, gradient, and building orientation can be altered to minimize adverse effects.

(b) Local Arterials and Collectors

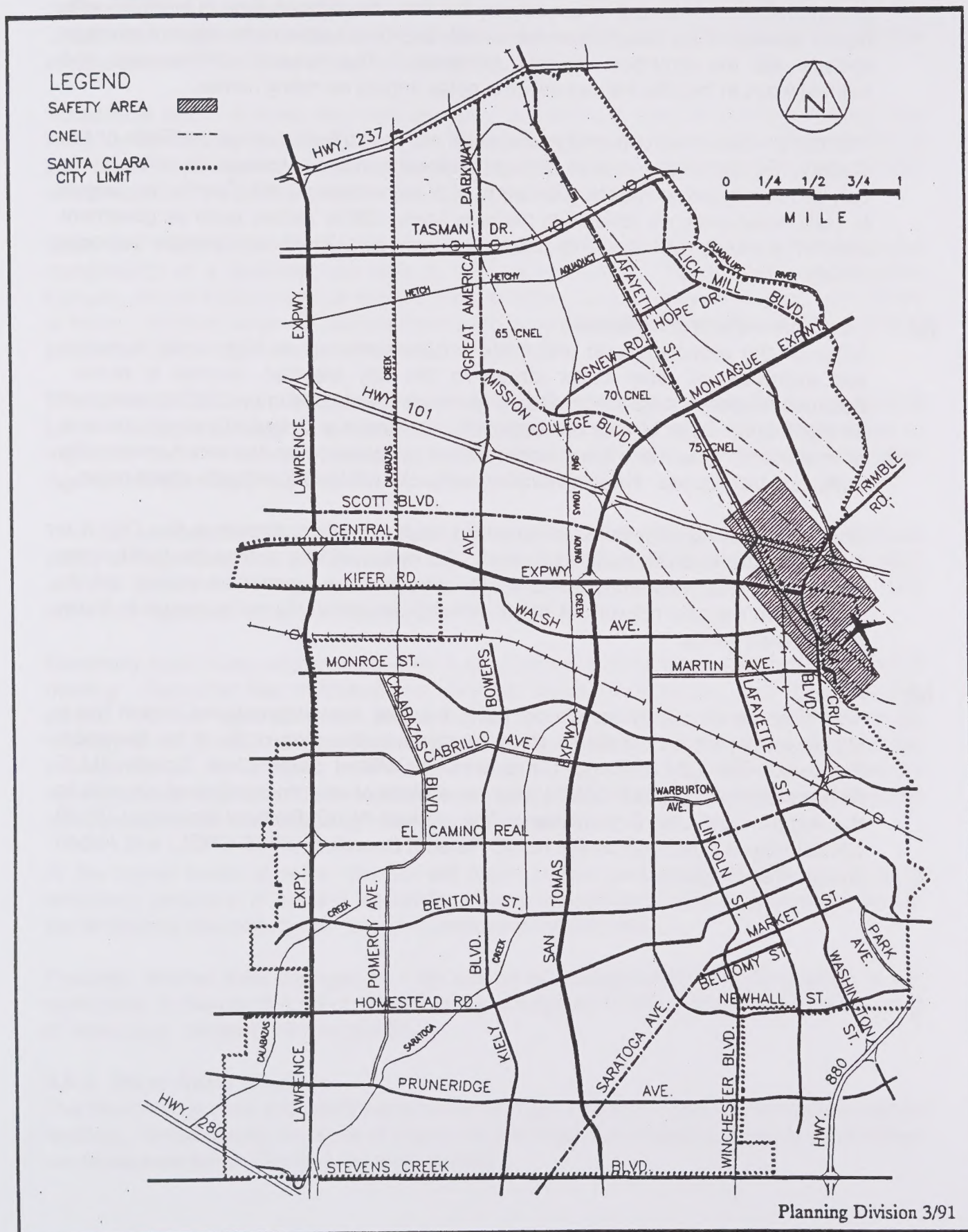
Although the average speed and traffic volumes are not as high as on freeways and expressways, other major streets in the City are also sources of noise. Because houses normally face directly on these streets, the impact of the noise can be significant. Older homes are especially affected due to typically lower amounts of insulation. There are fewer opportunities to install noise barriers between the traffic and the houses. Keeping existing setbacks will help to mitigate street noise.

Given the existing high traffic volumes on nearly all major streets in the City, it is rarely possible to divert traffic from any major street without shifting the traffic noise problem to other residential streets. Residential uses located on interior streets (away from the grid network of major streets) are generally not exposed to these higher noise levels.

(c) Airport

The noise generated by the aircraft using the San Jose International Airport has a significant impact on the Santa Clara residents in the area north of the Bayshore Freeway. The City of Santa Clara uses the official Santa Clara County ALUC Referral Boundary (65dB CNEL) Map as a basis of referring proposed projects to the Airport Land Use Commission. The current ALUC Referral Boundary (65dB CNEL) Map is illustrated on the ALUC Referral Boundary (65dB CNEL) and Airport Safety Area Diagram.

Figure 5-1:

ALUC REFERRAL BOUNDARY (65dB CNEL) AND AIRPORT SAFETY AREA

The Santa Clara County Airport Land Use Commission has determined that the noise environment in this area is adverse enough to prohibit any significant new residential development. Such a policy may limit an increase in the number of people affected by the airport, but does not improve the living conditions of existing residences.

The technical design of aircraft and the San Jose Airport are determined by Federal, State and San Jose agencies. The City participates as a voting member on the Airport Land Use Commission. The City also participates in the Airport Master Plan Update and the Airport Noise Advisory Committee. This participation allows the City to review and comment on the impacts such as noise of the Airport on proposed projects and the impact of proposed Airport projects on the community.

A monitoring program has been established around the airport and flight patterns of commercial aircraft have been altered to minimize the amount of low altitude flying. This also includes helicopter flights in the area.

The State has also adopted legislation which requires that the noise levels from airports affecting residential uses be reduced over time. This law requires either that the noise be reduced or the residential uses relocated.

In parts of Santa Clara immediately north of the San Jose Airport, the City of San Jose has begun acquisition of residential uses to eliminate noise conflicts, i.e. areas where the noise levels are high enough to disrupt normal activities and possibly cause hearing damage over the long term. Elsewhere in the noise impact area, San Jose is developing an insulation program to reduce interior noise levels in existing homes and schools.

(d) Railroads

The Southern Pacific Transportation Company owns two rail lines through the City of Santa Clara. The San Francisco line forms the boundary between the residential area to the south and the industrial area to the north across the central portion of the City, and the other line parallels Lafayette Street northward from where it crosses under De La Cruz Boulevard. Operations on these lines include both passenger and freight service, with spur tracks within the industrial area. If rail activity increases, contiguous noise walls may be needed along the railroad right-of-way where it is immediately adjacent to residential uses.

(e) Rapid Transit

Transportation facilities in Santa Clara include rapid transit on fixed guideways (such as the Light Rail line) and flexible routes such as the County bus system. The noise impacts of the system should influence both the location of the routes and the operational design. Low noise alternatives such as undergrounding, light weight vehicles, and rubber tires, must be considered and balanced with other factors, such as cost and access.

(f) Industry

Industrial land uses involve a number of activities which have a potentially adverse

noise impact. Many basic industrial processes such as fabricating, stamping, pressing and grinding are extremely noisy. Peripheral activities such as loading and unloading, truck movements, and equipment like compressors also create noise. A basic goal of Santa Clara's General Plan has been the separation of industrial and residential uses to reduce noise conflict. Overall this policy has been effective; however, in the southwest corner of the City adjacent to Vallco Park and north of Bayshore in the De La Cruz industrial area, residential and industrial uses are immediately adjacent. In the past, both of these areas have been sources of complaints concerning industrial activities adjacent to residential areas, necessitating solid walls facing residences, and heavy landscaping of common property lines. Outside compressor units may need to be placed in soundproof enclosures to protect residential neighbors.

(g) Fixed Noise Sources

In areas outside industrial zones, permanent equipment has been the source of some noise complaints. The worst problems are typically refrigeration units, air conditioning units, and pool pumps. The City has a fixed noise source ordinance administered by the Planning Division and the Police Department which limits noise levels based on surrounding land uses.

The City can consider buying quieter equipment over time and encourage private business and residents to do so as well.

(h) Short Term Noise Sources

Temporary activities such as construction, parades, concerts, tree removal, and outdoor sports events are major sources of annoying noise. The fact that they are short in duration often means that the operator gives little thought to the resulting noise. Construction activities can last for several months and generate substantial numbers of complaints. Some are unavoidable, but new advances in muffling can reduce noise from jackhammers, portable compressors, and generators. The hours of a project's construction in residential areas are controlled by City Ordinance.

(i) Interior Sources

A chronic complaint of many apartment dwellers is the amount of noise from adjacent units. These noises include voices, stereo equipment, and the vibrations from dishwashers and garbage disposal units. Noise between apartment units is transmitted either as airborne sound which passes through the walls or as vibration sound travelling along pipes or structural members of the building. Prior to 1973, the Building Codes had no requirement for sound insulation. In 1973, the City adopted sound transmission criteria that substantially reduces the amount of noise that can pass through walls and floors of apartment units. Late night mobile noise complaints such as loud stereos are typically investigated by the City Police Department as to whether or not they constitute a nuisance.

5.8.3 Noise Contours

One way of describing the noise environment of the entire City is through a noise contour map. Similar to topographic maps, the lines on a noise contour map indicate areas of equal noise levels.

The noise contour map utilizes the day-night measurement scale (Ldn). For the range of values on the City's contour map, the CNEL and Ldn measurements are essentially the same (the actual reading would be within one decibel for either scale).

The noise contour maps indicate the importance of traffic and the airport in determining the noise environment of the City. The quietest areas of the City are those furthest from major City streets. The noisiest areas are under the airport pattern and immediately adjacent to freeways. The contours of existing and future noise levels were developed based on 1990 and projected year 2005 traffic volumes. It was assumed that the noise levels generated by the San Jose Airport would not change significantly between now and 2005, i.e. increases in air traffic should be offset by the new quieter Stage 3 jet engines increasingly being used by the airlines.

5.8.4 Noise Sensitive Areas

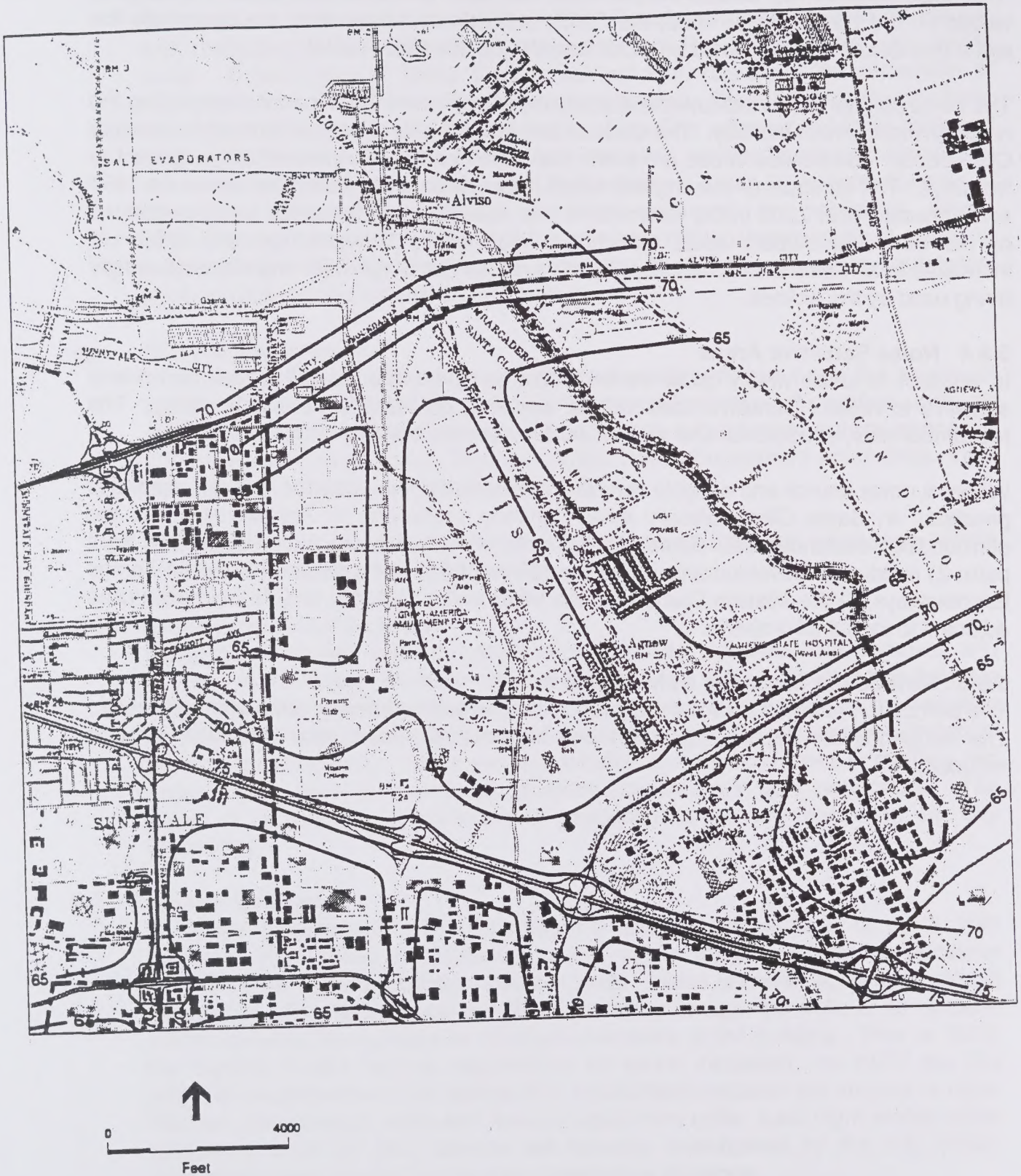
In addition to uses which cause noise problems, there are uses that are particularly sensitive to noise. Sensitive uses include sleeping, convalescence and teaching. The residential sites, educational and medical facilities are the sensitive areas of the City.

Where a noise source and a highly sensitive area overlap, the potential for noise conflict is greatest. In Santa Clara, primary noise sensitive areas are: 1) Agnews Hospital, the surrounding residences and elementary schools, all of which are under the airport flight path; 2) residential developments along the railroad lines and Lawrence and San Tomas Expressways; 3) the Mission Campus of the West Valley College; and 4) residential uses adjacent to industrial property.

5.8.5 Methods of Reducing Noise Conflict

The perception of noise involves a source, a transmission phase or path, and a receiver. The sequence can be interrupted at any of the three points and the noise impacts reduced.

Figure 5-J:
1990 TRAFFIC NOISE LEVELS (dNA, CNEL) – NORTH SANTA CLARA

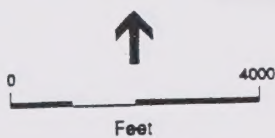


City of Santa Clara General Plan Update EIR / 89-080 ■

SOURCE: Environmental Science Associates, Inc.

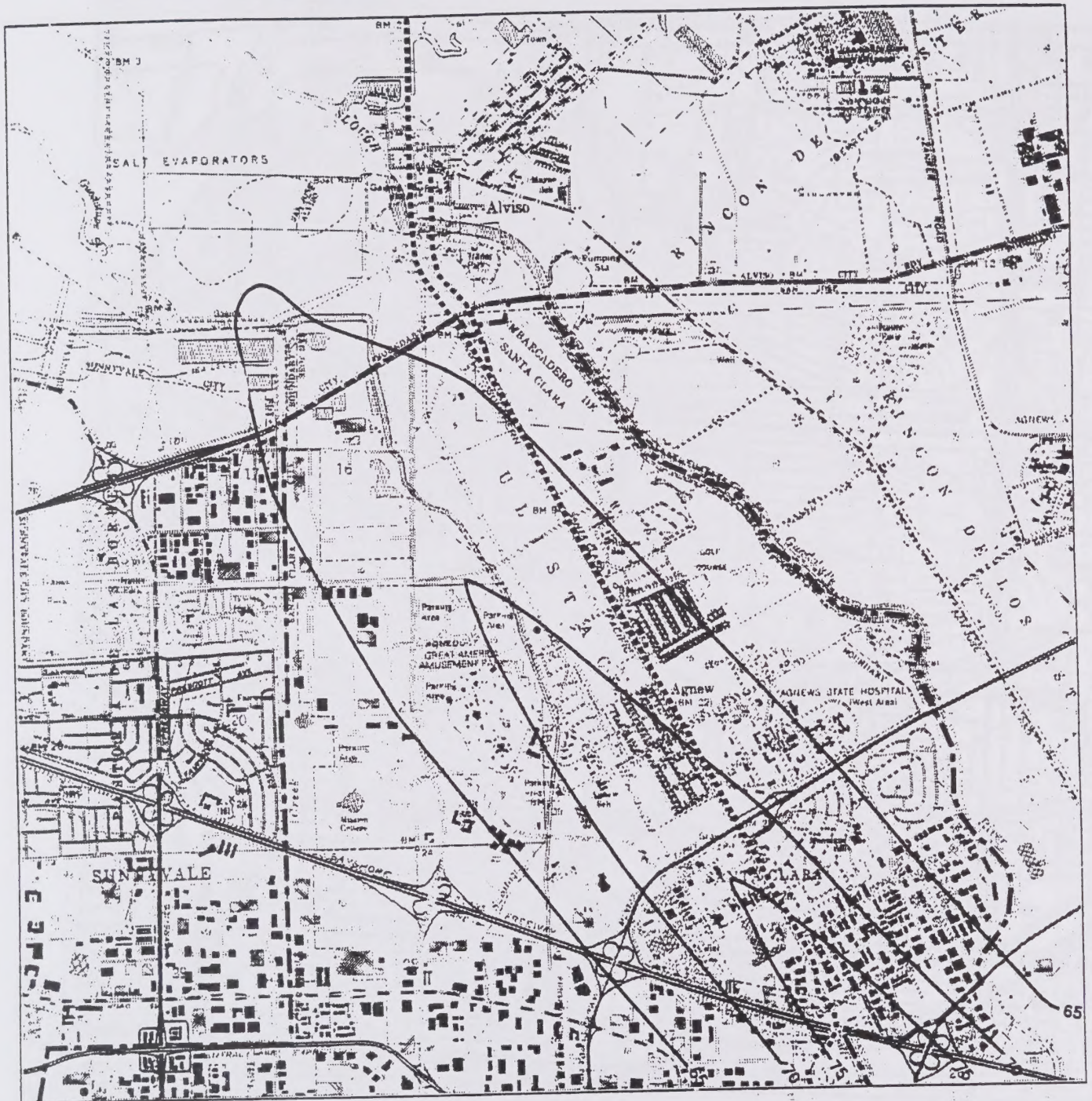
Figure 5-J:

1990 TRAFFIC NOISE LEVELS (dNA, CNEL) – SOUTH SANTA CLARA



City of Santa Clara General Plan Update EIR / 89-080 ■

SOURCE: Environmental Science Associates, Inc.

Figure 5-K:**1990 RAILROAD AND AIRPORT NOISE CONTOURS (dBA, CNEL) – NORTH SANTA CLARA**

..... The 60 dBA noise contour along the Southern Pacific Oakland freight line is estimated to be 80' from the tracks.



SOURCE: Environmental Science Associates, Inc.

City of Santa Clara General Plan Update EIR / 89-080 ■

Figure 5-K:

1990 RAILROAD AND AIRPORT NOISE CONTOURS (dBA, CNEL) – SOUTH SANTA CLARA



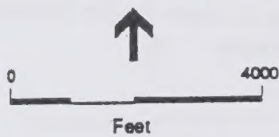
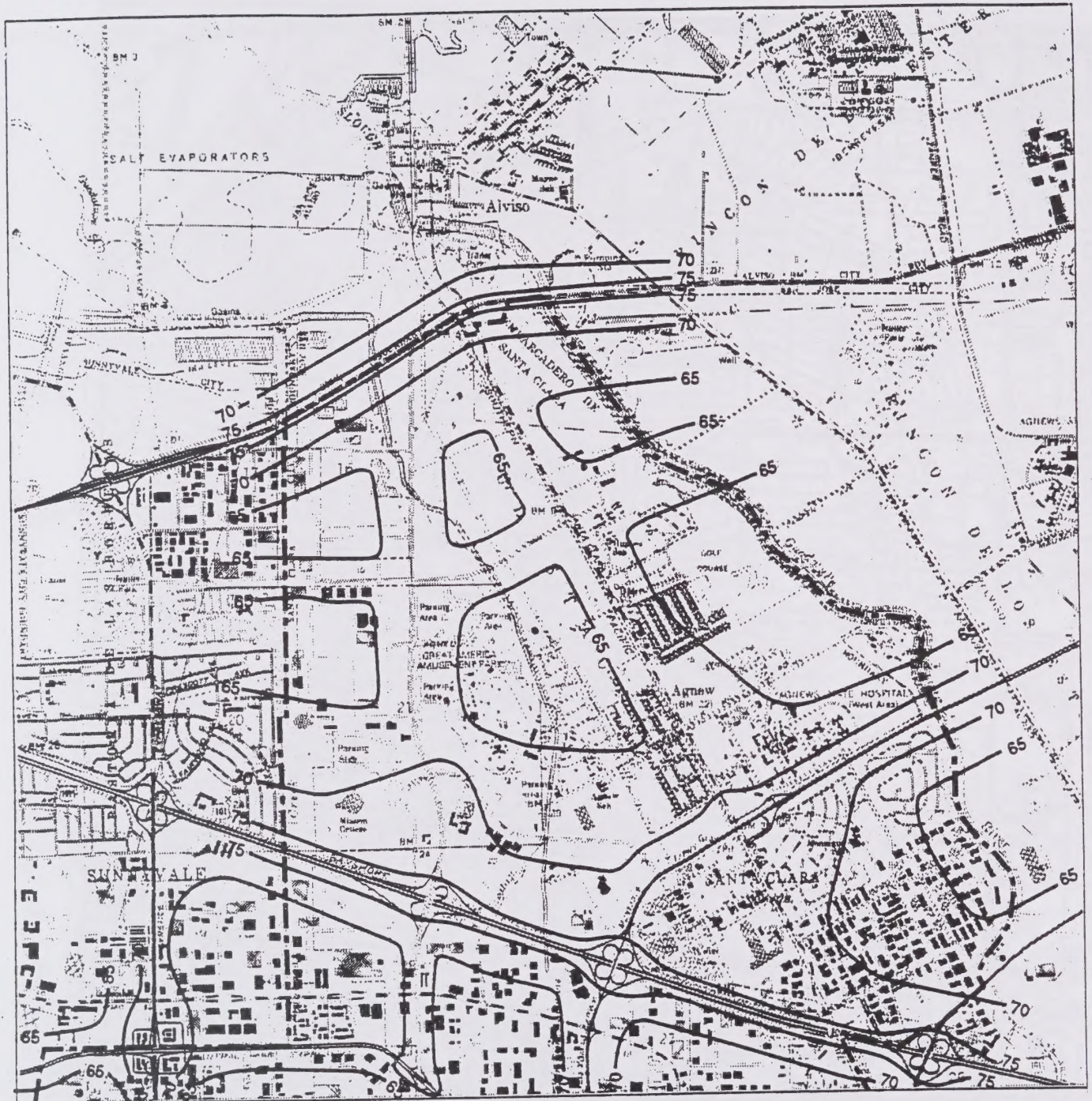
Note:The 60 dBA noise contour along the Southern Pacific / CalTrain Peninsula Commuter Line is estimated to be 165 ft. from the tracks.
 ----- The 60 dBA noise contour along the Southern Pacific Oakland freight line is estimated to be 80' from the tracks.



SOURCE: Environmental Science Associates, Inc.

City of Santa Clara General Plan Update EIR / 89-080 ■

Figure 5-L:

2005 TRAFFIC NOISE LEVELS (dBA, CNEL) – NORTH SANTA CLARA

City of Santa Clara General Plan Update EIR / 89-080 ■

SOURCE: Environmental Science Associates, Inc.

Figure 5-L:

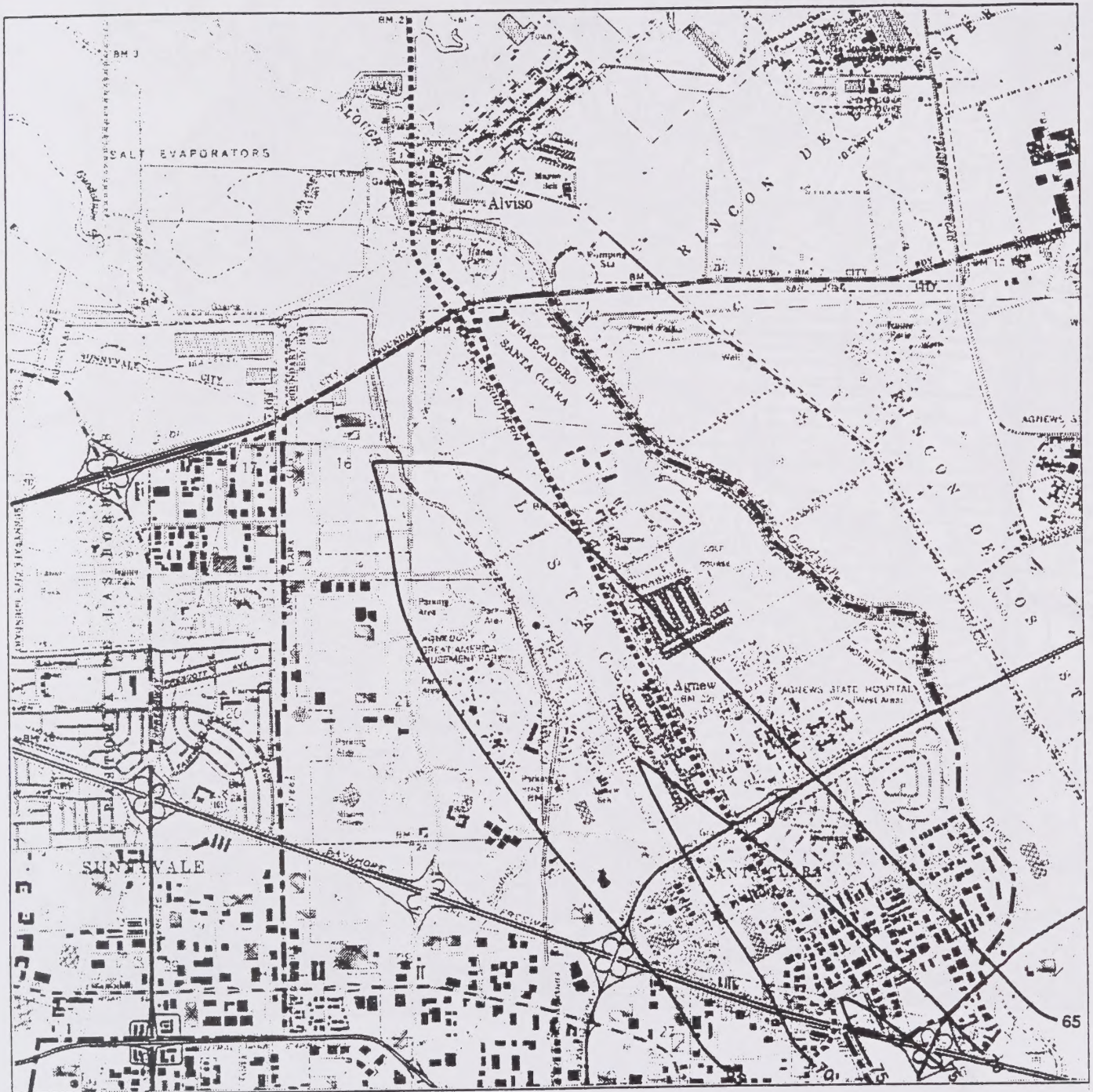
2005 TRAFFIC NOISE LEVELS (dBA, CNEL) – SOUTH SANTA CLARA



City of Santa Clara General Plan Update EIR / 89-080 ■

SOURCE: Environmental Science Associates, Inc.

Figure 5-M:
2005 RAILROAD AND AIRPORT NOISE CONTOURS (dBA, CNEL) – NORTH SANTA CLARA



Note: The 60 dBA noise contour along the Southern Pacific Oakland freight line is estimated to be 80 ft. from the tracks.

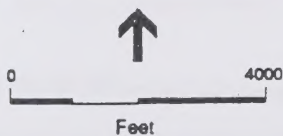
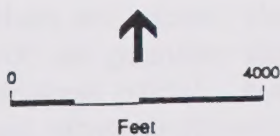


Figure 5-M:
2005 RAILROAD AND AIRPORT NOISE CONTOURS (dBA, CNEL) – SOUTH SANTA CLARA



Note: The 60 dBA noise contour along the Southern Pacific Oakland freight line is estimated to be 80 ft. from the tracks.



A noise source can be controlled through regulation such as a noise ordinance or through muffling techniques which reduce the amount of sound emitted.

The transmission path can be interrupted through the creation of a buffer between the source and the receiver, such as a noise wall, earth embankment, or building.

The receiver can be protected from the noise impacts through insulation, building orientation, shielded areas, or the wearing of earplugs. Through zoning regulations that separate conflicting uses and building design review that ensures appropriate orientation, shielding, and insulation, noise impact on the receiver can be minimized. Conventional residential building design will reduce interior noise levels by approximately 15 dB. Floor plans can be arranged to orient sensitive bedroom and living room areas away from noise sources. Kitchens and bathrooms can also be noise buffers. Further measures may be required in higher noise areas in order to create an acceptable interior noise level.

5.8.6 Noise Standards

In order to avoid the problem of having to judge noise simply on one person's complaint, noise standards must be established which reflect a City-wide judgement. Decisions can then be made based on whether a particular use is incompatible with the existing noise levels.

The U.S. Environmental Protection Agency has identified those noise levels which interfere with important human activities like sleeping and speech and the noise level which can result in permanent hearing damage. Studies have indicated that a noise environment of 40 Ldn will permit 100 percent hearing of speech. Since the typical house provides an outside to inside noise reduction of 15 dB, the maximum exterior noise level that doesn't interfere with speech is 55 Ldn.

The indoor, evening noise level associated with 55 Ldn is 32 dB, which is "consistent with the limited available sleep criteria."

A noise level of 76 Ldn has been identified as the maximum allowable level for protection against hearing loss, based on eight-hour, working day exposure converted to a year round, day-night scale. There are locations in the City where this critical level is reached; immediately under the airport pattern and adjacent to each of the three freeways.

With these two noise levels as a starting point, a Noise and Land Use Compatibility chart has been prepared as a guide for noise related decisions. Because many areas of the city currently exceed the standards, particularly residential and educational uses, the chart must be considered as an objective towards which the City continues to work. The City will continue to enforce the City's Noise Ordinance, participate in the Airport Noise Advisory Committee, and employ other measures to promote satisfactory noise levels in the community.

5.9 AIR QUALITY

Air pollution is a significant environmental problem facing the City of Santa Clara and most of the Bay Area. Air pollutant concentrations are determined by the amounts of pollutants emitted and the degree to which these pollutants are diluted in the atmosphere.

Ambient air quality standards were established in California starting in 1969 pursuant to the Mulford-Carrell Act, and at the Federal level after the passage of the 1970 Clean Air Act. Smoke, dust, and various chemical compounds recognized years ago as air pollutants have been studied and documented. Recent studies indicate that local air pollution can have cumulative global effects, such as the impacts from chlorofluorocarbons on the earth's ozone layer.

5.9.1 Climate

The Bay Area climate is characterized by moderately wet winters and dry summers. Winter rains which occur in the months of December through March account for about 75 percent of the average annual rainfall. During rainy periods pollution levels are low.

In summer the northwest winds are drawn into the interior through the Golden Gate and over the lower portions of the San Francisco Peninsula. This channeled wind flow sweeps southeast, producing northwest winds in Santa Clara. Low wind speeds (a result of the sheltering effect of the surrounding terrain) contribute to high concentrations of emitted pollutants. Light winds occur most frequently during fall, winter, early morning and night time periods. Commute traffic peaks occur in the early morning and late afternoon / evening during the highest frequency of low wind speeds. These are the periods of heaviest air pollution.

At the same time, temperature inversions can occur which limit the amount of vertical mixing of air and thus trap pollutants in the lower atmosphere where people breathe. Inversions are characterized by a layer of warmer air above a layer of cooler air.

Smog is not emitted directly into the environment, but is formed by complex chemical reactions in the atmosphere between oxides of nitrogen and reactive organic compounds or reactive hydrocarbons, in the presence of sunlight. The inland valleys of the Bay Area and especially Santa Clara Valley are prone to high summer temperatures and abundant sunshine (smog-making conditions). Ozone formation is greatest on warm, windless, sunny days. Santa Clara Valley is thus prone to the formation of photochemical pollutants if the proper chemical ingredients are provided.

5.9.2 Topography

The mountains surrounding the valleys of the Bay Area are responsible directly or indirectly for much of the high pollution potential of some areas. The horizontal dilution resulting from the meandering of wind flow currents is restricted by the sheltering terrain of the Bay Area, and thus the concentrations of pollutants are higher than they would be if the terrain were flat.

5.9.3 Health Effects and Sources

Industrial facilities often emit toxic air contaminants as "fugitive emissions," such as leaking valves and pipes. Various common urban land uses can produce hazardous pollutants, such as gasoline stations (benzene), dry cleaners (perchloroethylene), and hospitals (ethylene oxide). Automobile exhaust also contains toxic pollutants such as benzene, lead, ethylene dibromide, and ethylene dichloride.

The electronics industry, including semiconductor manufacturing, has a potential for air (and water) contamination because highly toxic chlorinated solvents are commonly used in

production processes. Proper construction and operating standards are required by the City and State considerably reduce this potential.

Other major sources of air pollutants and their effect on public health and welfare are described in detail in the Technical Appendix.

5.9.4 Sensitive Receptors

A major reason for air quality planning and regulation is to protect the most sensitive members of the population. These include children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories or buildings where these people live or spend a significant amount of time, such as residences, schools, playgrounds, child care centers, hospitals, retirement homes, convalescent homes, hospitals and clinics.

5.9.5 Air Quality Planning

Air quality standards are set at levels of concentration above which health or material damage effects have been documented. The ambient air quality standards are set by the Federal Environmental Protection Agency and the State Air Resources Board. They are related to human health and are goals to be met by air pollution control activities.

(a) Regional

The 1982 Bay Area Air Quality Plan (BAAQP) is the region's non-attainment plan for meeting State and Federal air quality standards. The Plan was prepared by the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Metropolitan Transportation Commission (MTC). The Plan includes selected stationary source controls, mobile source controls and transportation controls designed to attain and maintain Air Quality standards in the Bay Area.

The Bay Area Air Quality Management District was created by the California Legislature in 1955. It was the first regional agency dealing with air pollution to be formed in California. The BAAQMD is largely limited to policing non-vehicular sources of air pollution within the Bay Area, primarily industry and burning. Aircraft pollution is subject to Federal control.

(b) Subregional

Air pollutants do not recognize political boundaries. Often, the policies of one community may adversely impact another community. This may be true with respect to pollutants emitted by motor vehicles or from stationary sources.

Similarly, solutions to air quality problems often transcend municipal and, sometimes, county boundaries. For example, it is inappropriate to expect every small community to provide a balance between jobs and housing to reduce auto pollution. It is more reasonable to consider the subregional jobs/housing balance among several neighboring communities within a commute-shed.

(c) Local

In most places, local air quality planning will be geared toward minimizing auto travel and reducing exposure to air pollutants.

5.9.6 Existing Conditions

Stationary sources of air pollution and state controls on vehicular emissions have steadily reduced air pollution levels in the Bay Area. Ozone reached its highest levels in 1969, and has shown a 60 percent reduction since that time. Similarly, carbon monoxide, sulfur dioxide, particulate and nitrogen dioxide levels have decreased. These improvements in air quality have been achieved despite both a growing population and increased industrial development in the Bay Area.

However, the standards of the Clean Air Act have not been attained. Thus the Bay Area must re-assess its clean air attainment efforts. Regional agencies are currently updating the Bay Area Air Quality Plan.

5.9.7 Future Air Quality

Unfortunately, studies show that the trend toward lower emissions and cleaner air can be overwhelmed by growth. For example, even with the strict controls imposed on automobile emissions, a steadily increasing number of people, cars, and trips can overcome the gains already realized. To attain ozone and carbon monoxide standards, the region will have to rely on further reduction of vehicle emissions through stricter new car standards, inspection of existing vehicles, cleaner automotive fuels, and transportation management as explained in the Transportation Element.

If the Bay Area Air Quality Management District, in conjunction with the State Air Resources Board, determines that the region's air pollution problem is "serious," then the region must come into compliance with the applicable state standard no later than December 31, 1997.

5.10 OPEN SPACE AND OTHER OPEN AREAS

"Open Space" is defined in the Land Use Element. This section also discusses several other land use categories that have large open grounds.

The rapid urbanization of the Santa Clara Valley has absorbed much of the undeveloped land in the City and has greatly affected the natural environment. Whatever open land the residents of the future are going to have must be conserved through deliberate government action. In the same way, the quality of the environment can no longer be left to chance but must become a concern of every governmental agency.

Santa Clara County operates a system of regional parks that are open to local residents. There are, however, no County parks in the City of Santa Clara. In the long range plan for regional parks, the County has included a Saratoga Creek Trail that would run through the residential area of Santa Clara and another park chain along the Guadalupe River. The County Baylands Park is to be located in Sunnyvale to the northwest of the City. The Saratoga / San Tomas Aquino Creek Trail could connect several City parks, schools and the Baylands area. Both the Saratoga / San Tomas Aquino Creek Trail and the Guadalupe River Trail could connect with the regional Bay Trail, which will link perimeter open space areas around San Francisco and San Pablo Bays. Bicycle and pedestrian access along the creek can be created through the removal of barriers and construction of bypasses.

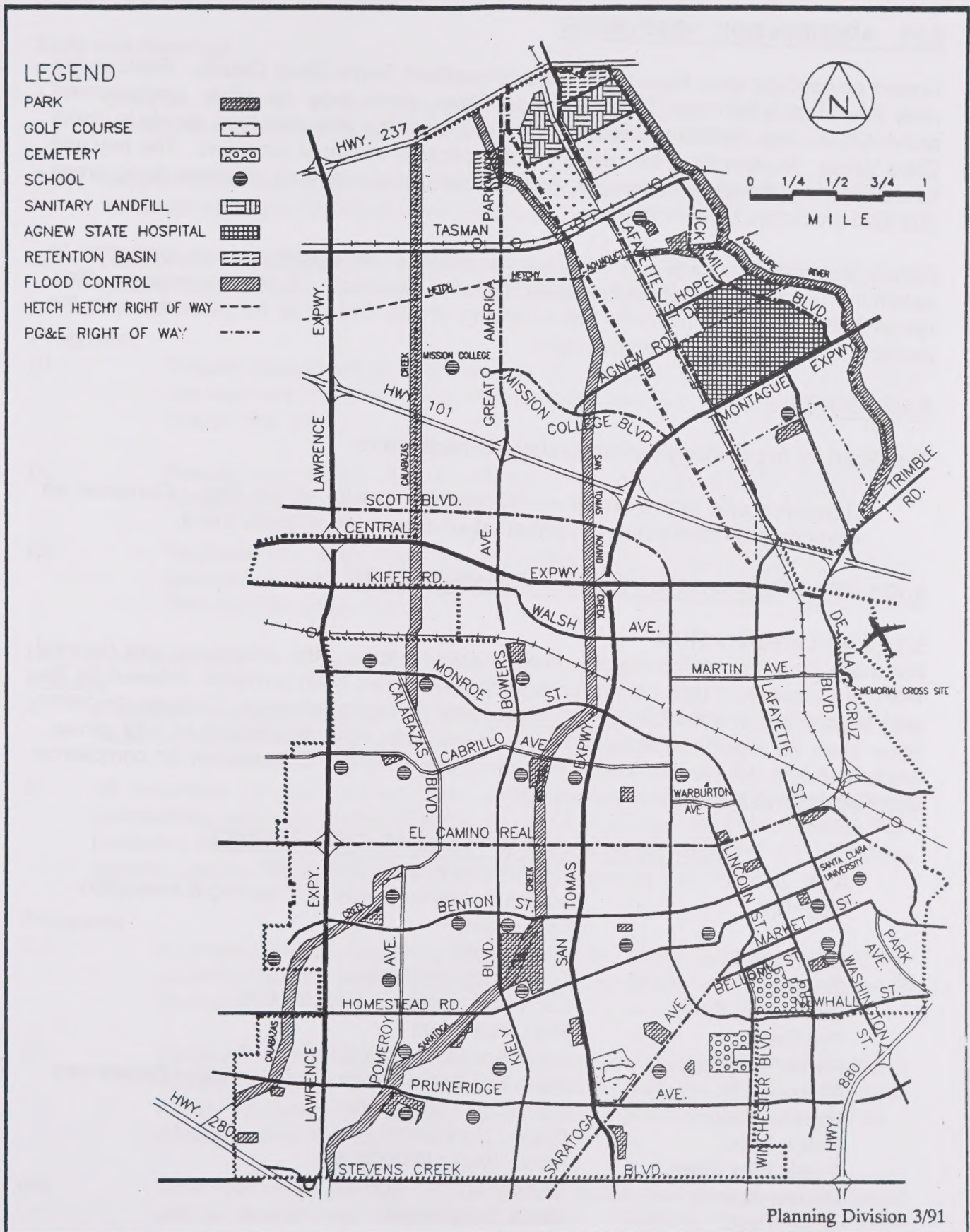
The City currently owns a significant amount of open lands including the park system described in Public Facilities, a golf course and a cemetery. Two factors will determine the amount of open lands the City can preserve in the future: the availability of land and funds.

The residential area of the City south of the Southern Pacific Railroad is almost all developed. The few remaining parcels are so high priced that acquisition costs for open space purposes are prohibitive. The undeveloped land north of the Bayshore is generally unsuitable for neighborhood parks due to the distance involved. An exception would be as part of any new residential development. With good access, however, it is suitable for specialized or larger scale open space and recreation to which users would normally travel.

The Hetch-Hetchy Aqueduct right-of-way east of Lafayette Street and the City's two retention basins also have potential for enhancement through landscaping. The retention basins have become a feeding and resting place for a variety of bird species because of their location near the Baylands.

Figure 5-N:

EXISTING OPEN SPACE AND OTHER OPEN AREAS



An Architectural Committee reviews the design of industrial, commercial, single and multiple residential developments to ensure provision of usable open space.

5.11 ARCHEOLOGIC RESOURCES

Known archeologic sites have been found throughout Santa Clara County. Besides the sites identified within the City of Santa Clara, there may be other undiscovered archeological sites. Indian settlements were related to the abundant food supply in Santa Clara Valley. Movement of the native Indians followed seasonal variations. The bay and its marshlands, the all-year streams, and the oak groves were all attractive living areas and food producers for the Indians.

During the planning stages for construction projects, investigations are conducted to determine the possibility of archeological remains on a site. A plan to preserve sites, removal of remains, along with the recording of the find is to be prepared with the assistance of a professional archeologist.

5.12 GOALS

The Goals of the Environmental Quality Element are to:

Conserve and improve the environmental quality of the City. Continue an emphasis on improving the physical environment of Santa Clara.

5.13 IMPLEMENTATION, POLICIES AND PROGRAMS

5.13.1 IMPLEMENTATION

For those programs which require initiating action following the adoption of this General Plan, the anticipated time period for implementation has been provided, followed by the lead department or other City Group responsible for implementation. Ongoing programs have been so identified, along with the responsible lead department or City group. Implementation will be monitored annually by the Planning Commission for compliance with Federal and State Law requirements.

DEFINITION OF CITY IMPLEMENTATION GROUPS

Arch. Comm.	-	Architectural Review Committee
Bldg. Div.	-	Building Inspection Division, Planning & Inspection Department
City Council	-	City Council
City Mgr.	-	City Manager's Office
Community Svcs.	-	Community Services Department
Fire Dept.	-	Fire Department
Parks/Rec. Dept	-	Parks and Recreation Department
Planning Div.	-	Planning Division, Planning & Inspection Department
Planning Comm.	-	Planning Commission
Police Dept.	-	Police Department
Public Wks. Dept.	-	Public Works Department
Redev. Agency	-	Redevelopment Agency
Street Dept.	-	Street Department

Water/Sewer Dept. - Water and Sewer Utility Department

5.13.2 POLICIES AND PROGRAMS

Soils and Geology

Policies

1. Continue efforts to conserve natural resources and lessen the dependency on sanitary landfill by maximizing reclamation and reuses of materials and energy.
2. Support land reclamation in areas where erosion, landfill activities, hazardous materials storage or disposal, have occurred.
3. Review the City's Building Code regularly and make amendments as necessary to ensure that it contains the most current earthquake design standards.

Programs

- (i) Require special design considerations and impose constraints on the type of development that may occur on completed landfill. (Ongoing, Bldg. Div., Public Wks. Dept.)
- (ii) Require soil reports where warranted to evaluate specific designs. (Ongoing, Bldg. Div.)
- (iii) Regulate the type, location, and intensity of development to mitigate potential adverse impacts of unstable soils or seismic hazards. (Ongoing, Planning Div., Bldg. Div.)

Hazardous Materials

Policies

4. Regulate hazardous materials use, storage, disposal and clean-up to protect the health of humans and the environment within the City of Santa Clara.
5. All proposals to site a hazardous waste management facility shall assure compatibility with neighboring land uses and be consistent with the General Plan (including the Hazardous Waste Siting Constraints map), local land use permitting process, and the County Hazardous Waste Management Plan.

Programs

- (iv) In conjunction with other responsible agencies, inform all residents about the potential hazards associated with household products and how to dispose of them safely. (Ongoing, Street Dept.)
- (v) Review the siting and/or design of hazardous materials storage, recycling, transfer and disposal facilities for consistency with the County Hazardous Waste Management Plan and policies and programs of this General Plan. (Ongoing, Planning Div.)
- (vi) Work with other agencies to support the reclamation of polluted resources and to prevent new sources of pollution. (Ongoing, Fire Dept., outside

regulatory agencies)

Flora and Fauna

Policies

6. Support programs for the protection of fish and wildlife and their habitats, including rare and endangered species.
7. Support conservation of riparian vegetation and habitat.

Programs

- (vii) Continue the City's street tree program to provide a tree for each single family lot. (Ongoing, Street Dept.)
- (viii) Develop a tree protection ordinance. (To be implemented 1992-1995, Street Dept., Planning Div.)
- (ix) Require landscaping in all private developments, especially the use of trees along street frontages and in parking areas. Emphasis shall be on native, drought-tolerant landscaping. (Ongoing, Planning Div.)
- (x) Require adequate levels of landscaped open space in residential developments. (Ongoing, Planning Div.)
- (xi) Restrict development in areas that contain rare or endangered species of plants or animals or in special status species habitat areas unless suitable mitigation can be provided. (Ongoing, Planning Div.)
- (xii) Preclude construction in riparian corridors of structures or improvements, except certain trails, flood control projects, and culverts, fences, pipelines and bridges, and evaluate and mitigate where feasible, biological effects of any such construction. (Ongoing, Planning Div., Public Wks. Dept.)
- (xiii) Establish a creekside setback to protect riparian vegetation, subject to not precluding reasonable development of a parcel. (Ongoing, Planning Div.)
- (xiv) Cooperate with the Santa Clara Valley Water District and other permitting agencies to limit development or flood control measures within riparian corridors to activities necessary for improvement or maintenance of stream flow, or creekside public trails, and to evaluate, for their effects on riparian resources, all actions that could potentially alter stream flow. (Ongoing, Planning Div., Public Wks. Dept.)

Water Resources

Policies

8. Provide a reliable, safe supply of potable water adequate to meet present and future needs. Support efforts by the Santa Clara Valley Water District to reduce subsidence.
9. Promote conservation of water, water importation measures, and recharge of the

aquifers, so to ensure an adequate water supply and remain within the allowable quantity of withdrawal or "safe yield" of the groundwater, so not to cause further compaction of aquifers and subsidence of land.

10. Allow urban development only if there exists an adequate domestic water supply to serve this development, and the development would not result in a reduction of water quality below standards set forth in the California Health and Safety Code and the California Administrative Code.
11. Maximize the use of reclaimed water for construction, maintenance and irrigation, and encourage its use elsewhere, as appropriate.
12. Save existing water (through conservation) for new users.
13. Support flood control improvements that will reduce serious flood hazards in the City, through coordination with the Santa Clara Valley Water District.
14. Regulate the type, location and intensity of land uses within flood-prone areas.
15. Identify and construct specific local storm drain facilities needed to accommodate a storm flow having a 10-year frequency.
16. Participate on a regional basis in a Non-Point-Source Control Program in order to reduce pollutants in storm water runoff.
17. Maximize water retention and reduce the quantity of water runoff.
18. Encourage programs to improve the quality of storm water runoff.

Programs

- (xv) Promote water conservation through development standards, building requirements, landscape design guidelines, and other applicable citywide policies and programs, including water rates and public education. (Ongoing, Planning Div., Bldg. Div., Water/Sewer Dept.)
- (xvi) Import additional water supply to Santa Clara from alternative sources. (To be implemented 1992-1995, Water/Sewer Dept.)
- (xvii) Continue to monitor the quality of drinking water. (Ongoing, Water/Sewer Dept.)
- (xviii) Establish fair and equitable fees, rates, and charges for water, geared to promoting conservation and paying for new and expanded facilities. (Ongoing, Water/Sewer Dept.)
- (xix) Develop water transmission alternatives to ensure a reliable supply in the north of Bayshore area. (Ongoing, Water/Sewer Dept.)
- (xx) Encourage the Santa Clara Valley Water District to improve the Santa Clara

Distributary to provide more water to the southerly portion of the City.
(Ongoing, Water/Sewer Dept.)

- (xxi) Implement the Santa Clara Valley Nonpoint Source Pollution Control Program. (Ongoing, Water/Sewer Dept.)
- (xxii) Prior to approval of a building plan which involves the placement of piles or other design features which may result in degradation of the groundwater, applicants shall be required to gain approval from the Santa Clara Valley Water District regarding the depth and placement of piles or the nature of design. (Ongoing, Bldg. Div.)

Air Quality

Policies

- 19. Protect the air quality of the City of Santa Clara and its sphere of influence. Promote land use and transportation policies which maintain air quality.

Programs

- (xxiii) Support reasonable and practical Federal and State air quality standards for local pollutants of concern, including standards for new cars and requirements for inspecting all vehicles. (Ongoing, City Council)
- (xxiv) Evaluate potential air quality impacts of and on proposed development. (Ongoing, Planning Div.)
- (xxv) Support specific local construction and operating standards for the electronics industry. (Ongoing, Air Quality District)
- (xxvi) Require construction contractors to implement dust abatement programs. (Ongoing, Bldg. Div.)

Noise

Policies

- 20. Protect to the extent possible existing developed areas of the City of Santa Clara from unacceptable noise levels.
- 21. Reduce transportation generated noise within the City of Santa Clara where feasible.
- 22. Comply with City, State and Federal guidelines for the compatibility of land uses with their noise environments, except where the City determines that there are prevailing circumstances of a unique or special nature.
- 23. Within the San Jose Airport noise impact area, maintain residential neighborhoods as designated in the Land Use Element. Permit appropriate residential development in these neighborhoods subject to noise insulation.
- 24. Reduce noise from fixed sources, construction, and special events.

25. Prohibit any significant new residential development in the adverse noise environment created by the San Jose International Airport (65 CNEL and over).
26. Maintain the separation between industrial and residential uses to reduce noise conflict.
27. Establish a noise and land use compatibility chart as the basic City noise standard.

Programs

- (xxvii) Regulate existing noise sources through the City's Noise Ordinance and other applicable codes. (Ongoing, Planning Div.)
- (xxviii) Evaluate the impacts of new noise sources on the community and identify appropriate mitigation. (Ongoing, Planning Div.)
- (xxix) Adopt, periodically evaluate, and update as appropriate, community noise impact and attenuation standards. (Ongoing, Planning Div.)
- (xxx) Guide the location and design of transportation facilities so as to minimize the effects of noise on adjacent land uses. (To be implemented beginning in 1992, Planning Div., Planning Comm., City Council)
- (xxxi) Support construction of noise barriers along railroads, freeways and expressways where adjacent to residences. (To be implemented beginning in 1992, Planning Div., Planning Comm., City Council)
- (xxxii) Pursue and support stronger noise policies and implementation measures for the San Jose Airport that will reduce its noise impact on Santa Clara residents (such as only allowing "quiet aircraft" in future leases and renewals with air carriers). (To be implemented beginning in 1992, Planning Div., Planning Comm., City Council.)
- (xxxiii) Utilize technological improvements that reduce noise and are economically feasible when purchasing new City equipment. Encourage others to do the same. (Ongoing, City Mgr.)
- (xxxiv) Support State and Federal legislation to reduce noise levels for new vehicles as well as State muffler and exhaust law. (To be implemented beginning in 1992, City Mgr., City Council)
- (xxxv) Support legislation to lower the noise levels of civilian aircraft and mass transit facilities. (To be implemented beginning in 1992, City Mgr., City Council)
- (xxxvi) Review and comment (through ALUC and various airport committees) on proposed airport projects that will adversely affect the noise environment in Santa Clara. (Ongoing, Planning Division, City Mgr., City Council)
- (xxxvii) Support sound insulation programs for residences in the airport noise impact

area. (Ongoing, City Mgr., City Council)

- (xxxviii) Require industrial uses near residential areas to build solid walls facing residences, provide deep areas of heavy landscaping along common property lines, and place compressors in sound-proof enclosures. (Ongoing, Planning Div., Bldg. Div.)
- (xxxix) Continue to enforce City-adopted sound transmission criteria for apartment buildings and condominiums. (Ongoing, Bldg. Div.)

Open Space Policies

- 28. Encourage multiple use of land such as schools, parking lots, utility easements and flood control channels.
- 29. Promote private open space and recreation facilities in large-scale residential developments and employment centers in order to meet a portion of the urban open space and recreation needs that will be generated by the development.
- 30. Evaluate land development along designated trails and pathway corridors in order to provide sufficient right-of-way and ensure compatibility with scenic and aesthetic qualities.
- 31. Encourage development of regional open space in the vicinity of Santa Clara.
- 32. Make prudent use of open space and recreation revenue sources such as Federal and State grants, private dedications and user fees.
- 33. Seek construction of appropriate facilities for recreation and cultural events in areas which minimize conversion of existing open space.
- 34. Maintain public view corridors to the extent practical.

Programs

- (xl) When new development occurs adjacent to a designated trails and pathway corridor, the City may require the development to install and maintain the trail in that area. (Ongoing, Planning Div.)
- (xli) Require the design of bridges and other public improvements within designated trails and pathways corridors to provide safe and secure routes for trails, including grade separation between roadways and trails whenever feasible. (Ongoing, Public Wks. Dept.)
- (xlii) Encourage the Santa Clara Valley Water District, school districts, PG&E, and other public agencies and utilities to provide appropriate recreation uses on their respective properties and rights-of-way. (Ongoing, Planning Div.)
- (xlili) Cooperate with local school districts in preserving identified school sites appropriate for public recreational use. (Ongoing, City Mgr.)

- (xliv) As development and redevelopment occur, the City may require public access to trails from nearby public street and sidewalk rights-of-way. (Ongoing, Planning Div.)
- (xlv) Encourage private development of recreation facilities. (Ongoing, Planning Div.)
- (xlvi) Encourage the use of school buildings and grounds after school hours. (To be implemented beginning in 1992, City Mgr., Parks/Rec. Dept., City Council)

Archaeology Programs

- (xlvii) Continue to require archeological investigations of all proposed construction sites in sensitive area, such as within 500 feet of a natural watercourse. An archaeological survey shall be prepared by the project applicant to the City's satisfaction, including limited subsurface excavation, and possibly to include a detailed subsurface investigation when important resources cannot be avoided. (Ongoing, Planning Div., Bldg. Div.)
- (xlviii) Continue to require prior to development, whenever archeological remains are found, a plan for preserving, removing, and recording the find, to be prepared to the City's satisfaction by a professional archeologist. (Ongoing, Planning Div., Bldg. Div.)

* * * * *

CHAPTER SIX

PUBLIC FACILITIES & SERVICES ELEMENT

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6.0 PUBLIC FACILITIES & SERVICES ELEMENT

The Goal of the Public Facilities and Services Element is to:

Provide and encourage, within economic capabilities, needed facilities and services that contribute to the City's safety, convenience, amenity, educational and cultural enrichment.

6.1 INTRODUCTION

According to the estimates from ABAG's Projections '90 for the years between 1990-2005, there will be an increase in the City's population of 10 percent; dwellings, 11 percent; and jobs, 21 percent. These increases will result in a proportionate increase in demands on public facilities and services performed by the City of Santa Clara and other agencies. As a result, increases in the staffing and operating budgets may be necessary to maintain the current levels of service.

In addition to the statutory general plan requirements listed in Government Code Section 65302, the City of Santa Clara has also addressed a number of other public facilities and services issues in the following text. And as a reminder, the reader/user is advised to look at the General Plan as an integrated whole, since issues that are addressed in this element also overlap and intertwine with other elements such as Land Use, Housing, Transportation, and Environmental Quality.

6.2 EDUCATION

Educational facilities within the community consist of 13 elementary schools, two middle schools, two high schools, several private schools, one private university and one community college.

All of the public schools have adjacent recreation areas available for public use and generally meet the following acreage standards: 10 acres for elementary, 25 acres for middle schools and 40 acres for high schools.

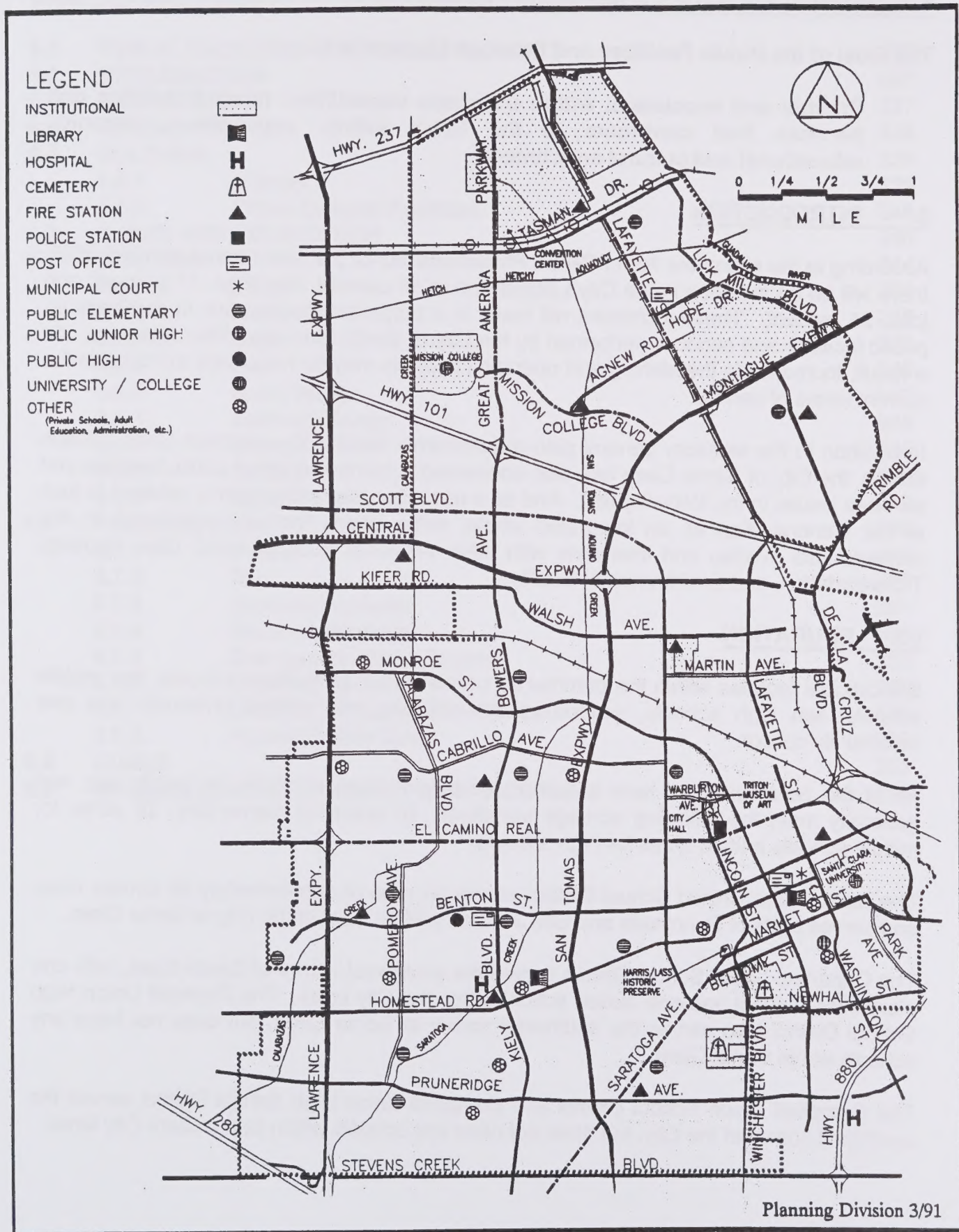
The Santa Clara Unified School District covers an area of approximately 56 square miles and serves parts of Sunnyvale and San Jose as well as most of the City of Santa Clara.

The Cupertino Union School District serves the southwest corner of Santa Clara, with one elementary school and one closed school within the City limits. The Fremont Union High School District also serves the southwest corner of Santa Clara, but does not have any schools within Santa Clara.

The Campbell Union School District and Campbell Union High School District serves the southeast corner of the City, but does not have any schools within Santa Clara City limits.

Figure 6-A:

EXISTING PUBLIC FACILITIES



The Santa Clara Unified School District hit its peak enrollment in 1968 with almost 24,000 kindergarten through twelfth grade students. Following the national decline in the birthrate in the 1960's, the local student population also decreased and has stabilized at about 12,500.

In 1990, the Santa Clara Unified School District maintained twelve elementary schools, two middle schools, two high schools, a continuation school, an adult education center, two Children's Centers, a Preschool Program, and the Extended Day Care Program within the City of Santa Clara. Surplus property has been sold or leased to provide an additional source of funding for a variety of programs to ensure local children the best educational opportunities. Some closed school sites are retained for future expansion, if needed.

In the future, if there are more closures of public schools, their conversion to other uses will impact the amount of recreational space within the surrounding community. Particularly affected will be the children in organized sports.

The City has a prestigious institution of higher learning in Santa Clara University. Its history has been closely linked with that of the City and it occupies a prominent site in the center of the downtown area. A recent expansion and consolidation of the campus has been completed and gradual facility construction is expected over the next fifteen years.

A second local college is the West Valley Joint Community College District, Mission College Campus. At full development, this campus is planned to serve 10,000 commuting students.

6.3 ADMINISTRATIVE

Completed in 1965, the Mission style Civic Center houses the administrative facilities of the City including a city hall, police administration building and court house.

6.4 CULTURAL

6.4.1 Library

The goal of the Santa Clara City Library is to select, collect organize, administer, and make readily available materials and resources which will assist individuals and groups to keep pace with progress, to improve job skills or acquire new ones, to continuously develop social and political skills, to make profitable use of leisure time; and to provide the service and assistance needed by its users so that they will obtain the most practical use of these materials. Cooperative planning and programming with schools, civic and cultural groups, City departments, and other libraries in the area are essential to meeting the library's goals.

The facilities devoted to meeting the library's goals are the Central Library on Homestead Avenue, the Mission Branch Library on Main Street and the Bookmobile. A second branch library, to serve the residents north of Bayshore, has been proposed. City library resources are heavily used, particularly at the Central Library site. This results in increased library patronage each year, one of the largest circulation and reference counts in the State for libraries the same size as Santa Clara's.

Because of the increasing demands placed on the resources of the library, it is important for the City to plan for the continued efficient development of Santa Clara library services. The collections, physical facilities, activities, staffing levels, technology and financial support should be monitored and evaluated in order to fulfill the present and future library needs of the citizens of Santa Clara. Two specific concerns which should be addressed are: planning for the time when the Central Library facility will reach its seating and shelving capacity; and meeting the service demands of the citizens who live north of Bayshore.

6.4.2 Other Cultural Facilities

The Triton Museum of Art recently completed the first phase of a new facility to exhibit and teach the arts. The Triton is strongly supported by the City through provision of a site adjacent to the Civic Center and operating subsidies.

The Harris/Lass Preserve has been purchased and restored by the City and Preservation Society to provide a community resource which demonstrates the City's history as a farming community. This farm house and accompanying farm buildings are available for demonstrations and field trips by Santa Clara Unified School District students, as part of their studies of local history.

The Mayer Theater at the Santa Clara University has two professional quality theaters to house University productions. One is a studio type theater and the other is a larger facility with a flexible main stage. The University also operates the De Saisset Museum for the public's benefit.

The City's Community Recreation Center, located in Central Park, includes a multi-purpose room with a stage and specialized instruction space for many crafts.

The City of Santa Clara Convention Center, at Great America Parkway and Tasman Drive, provides major exhibition and conference space for regional events, benefiting both residents and the local economy. The center includes a 600 seat theater, which is used part of the year by Santa Clara Ballet. The facility also has a stage which is not improved for fine theatrical productions.

There is no community theater in Santa Clara, although there is a Community Theater group, the Santa Clara Players. Children's Theater productions are staged at the Community Recreation Center at Central Park.

6.5 PARKS AND RECREATION

The City of Santa Clara has a very active Department of Parks and Recreation that has made maximum use of its available funds. In 1991 there were 27 parks in the City, the largest being the 52-acre Central Park. The neighborhood parks are evenly distributed throughout the residential areas. The Public Parks and Recreational Facilities Diagram displays the approximate locations of the parks and recreational facilities. The accompanying list further describes the City park system and its facilities.

The neighborhood parks range in size from one acre up to 10 acres. The small size of many of the City's older parks is compensated for by their convenient locations and degree

of development. The majority of local residents are within an easy walk of at least one neighborhood park with typical facilities of a tot lot, open area for games, and picnic tables. The Department of Parks and Recreation also maintains a strong recreation program that supports a wide variety of activities ranging from a Senior Citizens Center to the International Swim Center, training site for Olympic swimmers and divers. Through programs like Little League, Lions Football, Police Activities League tennis and swimming, the recreation facilities are kept in constant use by all segments of the City population.

The City system is augmented by the facilities of the local school districts. Almost all of the elementary schools provide, as a minimum, space for a softball field, two basketball and two volleyball courts, and grass playground for free play on a 10-acre site. The elementary school playgrounds are never locked. Intermediate schools have at least one baseball and one football field, 8-10 basketball courts and a large gym. The high schools have the same facilities plus a swimming pool and gym seating 700 people. All of these facilities are available to the City recreation program and private groups when not needed by the school district.

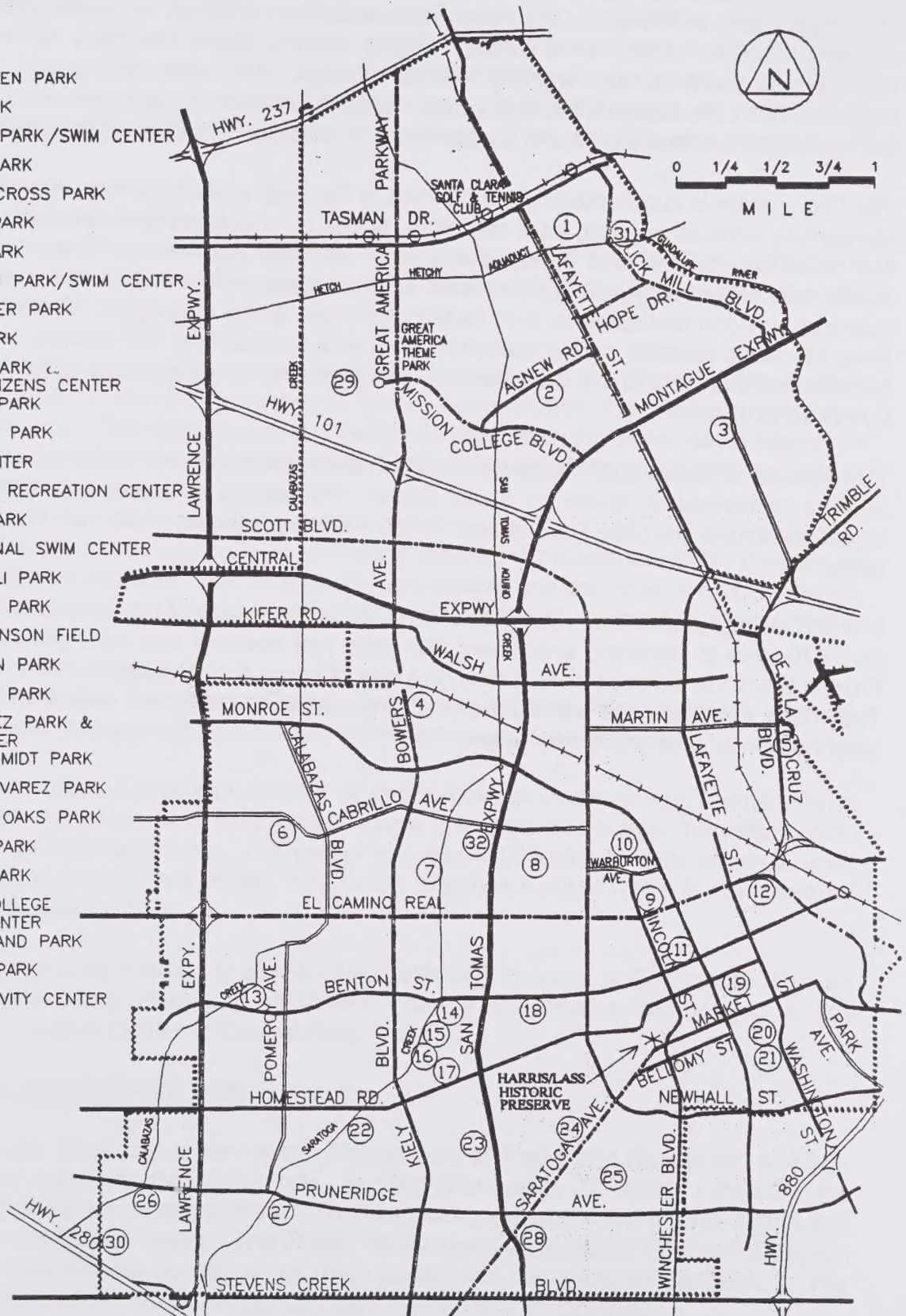
The closure of some public schools and their conversion to other uses has reduced the amount of recreation space in Santa Clara. Particularly affected are children in the organized sports like Little League and Police Activities League, which use the school play fields.

In 1969, during peak school enrollment, the City had one acre of play area per 55 children. By 1978, due to declining enrollment, the ratio had reached one acre per 36 children. From a City wide acreage perspective, the loss of some school playgrounds is not critical. The major concerns are more specifically related to the schools' actual users and the neighborhoods' alternative play areas.

Figure 6-B:

PUBLIC PARKS AND RECREATIONAL FACILITIES**LEGEND**

1. FAIRWAY GLEN PARK
2. AGNEW PARK
3. MONTAGUE PARK / SWIM CENTER
4. BRACHER PARK
5. MEMORIAL CROSS PARK
6. MACHADO PARK
7. BOWERS PARK
8. WARBURTON PARK / SWIM CENTER
9. CIVIC CENTER PARK
10. ROTARY PARK
11. FREMONT PARK & SENIOR CITIZENS CENTER
12. LAFAYETTE PARK
13. HOMESTEAD PARK
14. TENNIS CENTER
15. COMMUNITY RECREATION CENTER
16. CENTRAL PARK
17. INTERNATIONAL SWIM CENTER
18. STEVE CARLI PARK
19. CITY PLAZA PARK
20. ELMER JOHNSON FIELD
21. WASHINGTON PARK
22. HOMERIDGE PARK
23. MARY GOMEZ PARK & SWIM CENTER
24. HENRY SCHMIDT PARK
25. EVERETT ALVAREZ PARK
26. WESTWOOD OAKS PARK
27. MAYWOOD PARK
28. PARKWAY PARK
29. MISSION COLLEGE SPORTS CENTER
30. JENNY STRAND PARK
31. LICK MILL PARK
32. YOUTH ACTIVITY CENTER



Parks and Recreation Department 3/91

Figure 6-C:

PUBLIC PARKS AND RECREATIONAL FACILITIES

PARKS	PICNIC	B.B.Q.	RESTROOMS	SOFTBALL FIELDS	BUILDING	TENNIS COURTS	SWIMMING POOLS	PLAY AREAS	BASKETBALL COURTS	BASEBALL FIELDS	INDOOR SPORTS MISC. CLASSES
Agnew Park	X	X	X		X			X	X		
Bowers Park	X	X	X		X			X			
Bracher Park	X	X	X					X	X		
Central Park	X	X	X	O	X	O		X	O		
Community Rec. Ctr.			X		X						X
Int'l Swim Center			X				X				
Tennis Center			X			O					
City Plaza Park	X										
Civic Center Park											
Everett Alvarez Park	X	X	X					X	X		
Fairway Glen Park	X	X				X		X			
Fremont Park								X			
Senior Citizens Center			X		X						
Henry Schmidt Park	X	X	X	X	X	O		X	X		
Homeridge Park	X	X	X					X	X		
Homestead Park	X	X	X		X	O		X	O		
Jenny Strand Park	X	X	X			X		X	X		
Lafayette Park			X	O							
Lick Mill Park	X	X	X		X	X		X	X		
Machado Park	X	X	X		X			X	X		
Mary Gomez Park	X	X	X			X		X	X		
Swim Center			X				X				
Maywood Park	X	X	X		X	O		X			
Memorial Cross Park											
Mission College			X	O						X	
Sports Center											
Montague Park	X	X	X		X	X		X	X		
Montague Swim Center							X				
Parkway Park	X	X	X					X			
Rotary Park								X			
Steve Carli Park			X					X	X		
Warburton Park	X	X	X					X	X		
Swim Center							X				
Washington Park										O	
Elmer Johnson Field				O							
Westwood Oaks Park	X	X	X		X			X	X		X
Youth Activity Center			X		X						X

O = Night Lighted

In 1975, the City formed a Sports and Open Space Authority that acquired Fairway Glen, a 104-acre, 18-hole golf course, which operated as a public course supported by user fees. This facility has been closed and replaced by a new 150 acre 18-hole public course on the City's landfill. This facility is the Santa Clara Golf and Tennis Club, north of Tasman Drive, west of Lafayette Street. The City's other golf course, Pruneridge Farms although privately owned, is open to the public and has been preserved through a scenic open space easement agreement with the owner.

The residential area of the City south of the Southern Pacific Railroad is almost all developed. The few remaining privately owned parcels are so high-priced that acquisition cost for park purposes are prohibitive. The undeveloped land north of the Bayshore is unsuitable for neighborhood parks due to the distance from most residential areas. With good access, however, it is suitable for specialized or larger scale open space and specialized recreation facilities to which users would normally expect to travel longer distances. It is also available for people who work in that area.

If further closed school sites are approved for sale by the districts, the City may consider purchasing the most critical recreational areas to be maintain for public use or the City may retain the existing General Plan designation for educational use. Because these sites are already publicly owned, the City has contributed to the maintenance of closed school sites in preference to acquiring them.

The City's two flood control retention basins also have potential for enhancement through landscaping. Because of their location adjacent to the Baylands, the basins have become a feeding and resting place for a variety of bird species.

Recreation space for major sports events is available at the University of Santa Clara's Buck Shaw Stadium and at the Student Activities Center. Mission College will have spectator facilities at its track and football field. The City participated with the College in constructing a major softball facility with four fields.

The possibility still exists for consideration of a major public sports facility in the Bayshore North area. A site still available is at the southeast corner of Route 237 and Great America Parkway.

6.6 UTILITIES

6.6.1 Water

The City of Santa Clara Water Utility is responsible for planning, designing, constructing, operating and maintaining the municipal water system. In 1989, the system consisted of 307 miles of distribution mains, 22,960 metered service connections, 2,875 fire hydrants, 617 fire service connections, 28 wells, three booster pump stations, seven storage tanks with a combined capacity of 27.3 million gallons, two pressure connections to the City of San Francisco's Hetch-Hetchy system (treated water imported from the Sierras), and one pressure connection to the Santa Clara Valley Water District (treated water imported from the Sacramento-San Joaquin Delta). The total pumping plant comprises 4,900 horsepower, with a pumping capacity of 47,700 gallons per minute. In 1988, the system served 10,005 million gallons of water to a population of 90,879.

The City's projected water demand for the year 2005 is 12,000 million gallons, a 20 percent increase over 1988. Water supply will be a pivotal issue in the City as well as in the Santa Clara Valley during the life of this Plan. New sources or increased supplies will be extremely costly and difficult to develop. Periodic, multi-year droughts such as those experienced in 1975-77 and again in 1987-90 may further impact the ability to satisfy increasing water demands of population growth and industrial expansion. An era of water development is giving way to one of water management. The City must move in the direction of more efficient utilization and management of existing water supplies. Economics will play a key role in determining best water use practices.

As with other commodities, water pricing will be greatly influenced by supply and demand. The popular view is that the incremental cost of new or increased water supplies should be borne by those responsible for the increased demand. Of necessity, processes requiring intensive use of water will gradually give way to those which require far less.

There will also be an increasing focus on water quality. As a result of amendments to the federal Safe Drinking Water Act, water quality standards and treatment requirements will become even more stringent. Implementation of new monitoring requirements and "best available technology" treatment techniques will have a considerable effect on the cost of water.

Reclaimed water is available for limited uses in certain areas north of the Bayshore Freeway. The City's reclaimed water delivery system can supply up to 3.6 million gallons per day of highly-treated wastewater from the jointly-owned San Jose/Santa Clara Water Pollution Control Plant. Use of reclaimed water for permitted types of landscape irrigation will conserve potable water for more appropriate purposes.

Water conservation is a method for managing water resources on a long-term basis. Long-term measures require a somewhat different planning approach than do short-term measures. The City can reduce water use in a variety of ways including development standards, building requirements (such as water saving devices in new construction), water rates, landscape design guidelines and wastewater reclamation. To ensure successful results over the long term, all conservation programs must be carefully planned, well managed and properly monitored with a good public education effort.

To meet additional water demands, the City will rely primarily on imported water because groundwater has already reached the maximum safe yield. Growth will occur primarily in the northerly part of the City. A major water transmission main should be constructed to move water from the southerly part of the City to north of the Bayshore Freeway if the City's contract with San Francisco remains temporary and interruptible. Improvements to Santa Clara Valley Water District's Santa Clara Distributary should be undertaken to provide more water to the southerly portion of the City.

The future cost of water service will be significantly increased because of the limited available water resources and increasing Federal and State regulatory compliance requirements. However, the City of Santa Clara Water Utility will establish fair and equitable fees, rates and charges which will provide revenue sufficient to maintain the fiscal integrity of the Utility as growth continues.

The main discussion on water issues, policies and programs is in the Environmental Quality Element.

6.6.2 Electric

The City's Electric Department operates a network of substations and distribution lines to supply local power needs. Electricity is produced and purchased from a variety of sources such as the City's own units and participation in Joint Action Agency Projects, cogeneration suppliers, Federal Power Marketing Agency and private entities. The "fuels" for these resources are wind, water, geothermal, coal, gas and oil.

The City continues to investigate additional resources to provide low cost power for its citizens and business customers as required. Current generation projects actively being pursued are cogeneration, hydroelectric, out-of-state purchases, and natural gas.

The City has identified system requirements to meet a projected City demand of 558.5 megawatts (MW) or an approximate 158 MW increase from the 1988 demand of 400 MW.

Based on an average energy usage for commercial/industrial space of 8.4 watts/sq.ft., the City's Electric Department has sufficient resources over its nine year planning horizon to accommodate approximately an additional 18.8 million square feet of commercial/industrial space. The necessary distribution station sites and transmission routes have been generally identified and, with City approval of the specific locations, the City of Santa Clara can accommodate this level of demand.

Distribution lines are typically undergrounded as part of new development or redevelopment.

6.6.3 Solar

In 1975 the City of Santa Clara took a leading role in the development and promotion of the use of solar energy. Since the City operates its own electric utility, as well as water supply and sanitary facilities, the City is especially concerned about the increasing costs and diminishing supply of conventional energy sources.

This concern has resulted in the City's use of solar systems and in the establishment of the nation's first municipal solar utility. Under this program the City will supply, install and maintain solar water heating systems for residents and businesses within Santa Clara, recovering the costs through monthly utility charges.

The City has also installed solar energy equipment at its own municipal facilities. Central Park has two of the largest solar systems in the country: the Community Recreation Center heating system and the International Swim Center solar heated pool.

6.6.4 Gas

PG&E has full natural gas distribution facilities within the City of Santa Clara. Current usage of approximately 92,000,000 therms is not anticipated to change significantly, based upon projected growth in Santa Clara from 1990 to 2005.

In addition to natural gas, PG&E has electric transmission facilities that provide wholesale power to the City of Santa Clara.

Air Products & Chemicals, Inc. owns and operates a large industrial gas plant in Santa Clara. Air Products supplies and delivers nitrogen to the electronics industry through their Silicon Valley nitrogen pipeline network supplied by plants in Santa Clara, Sunnyvale, and Mountain View.

Individuals should contact PG&E, Air Products and Underground Service Alert for more detailed information about services and products, and location of pipelines.

6.6.5 Solid Waste

Solid waste collection and disposal is another critical public service because of environmental concerns. Past disposal practices like dumping and open burning have been halted due to the resulting air and water pollution and the lack of suitable sites.

In 1988, an estimated 700 tons per day of refuse was generated in the City of Santa Clara. City crews collect approximately 8 percent of the volume through its residential rubbish collection and annual Clean-Up Campaign programs. Private collectors, franchised with the City, collect a total of approximately 65 percent of the volume from commercially zoned areas (22 percent), industrially zoned areas (38 percent), and residentially zoned areas (5 percent). Self-hauling by private businesses, the public and institutionally zoned organizations account for the remaining 29 percent. Only 520 tons per day is deposited at the City's All Purpose Landfill; the remainder is either recycled or disposed of at other landfill sites outside the city limits.

In the 1960s, the City acquired several hundred acres of low-lying land in the northeastern corner of the City to accommodate its nonhazardous waste landfill disposal needs. This site's capacity will be depleted in the early 1990s. The City has secured landfill disposal capacity for all the City's solid waste until the year 2019 through an agreement with the owner of the Newby Island Landfill located in San Jose approximately five miles northeasterly of the existing City's landfill. All the refuse will be recycled or diverted to Newby Island when the City's landfill site closes.

The Newby Island Landfill site will have a Recyclery Center to recycle a significant portion (approximately 25 percent) of the incoming refuse, reducing the actual amount of refuse to be landfilled. In addition, a residential curbside recycling program is expected to reduce the solid waste volume by 3 percent.

On most of the existing City landfill areas, the City has constructed a major golf course. This use provides recreation while assuring continuing maintenance of the completed landfill site. The completed landfill area has a landfill gas collection and conversion system. This system collects and converts the landfill gas into approximately 800 kilowatts per hour of electricity.

Resource recovery and recycling refuse are an important part of the City's future solid waste management system. The City has been working with the Santa Clara County Intergovernmental Council and other cities to meet a county-wide goal of 25 percent diversion and recycling of the waste stream generated. Increased levels of recycling are planned to be achieved through the implementation of more individual commercial / industrial waste recycling programs, residential curbside recycling, public and private composting, and recycling at the landfill site. State legislation in 1989 set a mandatory

recycling level of 25 percent by 1995 and a recycling goal of 50 percent by 2000 which will require substantially more stringent efforts to achieve.

A solid waste transfer station or transfer/recycling plant is proposed for construction and completion in 1993. The purpose of this facility is to allow local solid waste collection vehicles to deposit their collected waste at a station in Santa Clara, and then reload the waste into larger vehicles for transport to Newby Island. This station would also serve the public and would be a more convenient location for disposal of their solid waste. Resource recovery utilizing waste-to-energy facilities and recycling at this station is being studied. Property for a future transfer station and waste-to-energy site is being held in reserve north of the proposed completed landfill limits, south of Highway 237, and west of Lafayette Street.

To help keep hazardous waste out of the municipal wastestream, the City publicizes and conducts household hazardous waste drop-off days for residents of the City. A periodic load inspection program at the landfill is conducted in an attempt to eliminate hazardous wastes from entering the landfill. The Environmental Quality Element contains a more detailed discussion of hazardous wastes.

6.6.6 Sanitary Sewer

The Sewer Utility is responsible for the inspection, operation and maintenance of the sanitary sewage collection system. The Utility also performs minor construction work and cleanout installation. The system in 1989 consisted of 261 miles of collector and transmission mains; 22,000 sewer lateral connections; 4890 manholes; 16 siphons; five lift stations and two pump stations. In 1988, the system collected and treated approximately 7.2 billion gallons of sewage.

The San Jose/Santa Clara Water Pollution Control Plant near Alviso is a regional wastewater treatment facility serving eight tributary sewage collection agencies. The Water Pollution Control Plant is administered and operated by the City of San Jose's Department of Water Pollution Control.

In 1989, the City of Santa Clara's share of the treatment plant capacity was 26.4 million gallons per day (MGD). It is anticipated that in 1993 the City's peak flow may reach 23.6 MGD, leaving a reserve capacity of 2.8 MGD. By 2005, the peak flow is expected to reach 25.8 MGD.

The City of Santa Clara's projected growth from 1990 to 2005 will increase the average daily flow by 2.16 MGD and increase the peak flow by 5.4 MGD. Based on 1989 flow measurements, the large interceptor mains and pump stations that convey Santa Clara's sewage to the treatment plant have adequate capacity to accommodate that increase.

The impact on the smaller collector mains will depend on the location and type of development. Sewer mains near or adjacent to the remaining, large undeveloped parcels have adequate capacity to accommodate most types of development on those sites; however, the type of development can radically impact reserve capacity. The City's experience is that certain types of industry, e.g., printed circuit board manufacture and wafer fabrication, discharge very high volumes of wastewater in relation to their floor area - as much as 6 to 10 times more than most other commercial and industrial uses. It is a City

requirement that new industrial, commercial and major residential development be reviewed to determine its projected wastewater load and the available sewer capacity before zoning approval or permits are granted.

Cost of sewer service will escalate because of increasingly strict federal and state regulatory requirements on sewage treatment and disposal. Notwithstanding, the Sewer Utility will continue to establish fair and equitable fees, rates and charges to provide revenue sufficient to maintain the fiscal integrity of the utility.

6.6.7 Storm Drainage

Storm drainage facilities to service future development are not envisioned to require major capital expenditure. Most of the City has storm drainage facilities to accommodate infill development. There are, however, areas where local storm drainage facilities are needed, beyond the current City financing capabilities. Where new storm drainage facilities are needed to serve a development (typically City wide), the City, through its Development Ordinance, will cause construction of the necessary storm drainage facilities.

Local drainage facilities may require supplemental financing. The revenue from Storm Drain Development Fee is not adequate to maintain and/or supplement the existing system to the standards desired. In addition, major capital facilities may be required to reduce pollution in urban storm water run-off from entering into San Francisco Bay. An Assessment District or Enterprise Fund is under consideration to help finance the needed facilities.

6.6.8 Streets

In 1989, the City maintained 242 miles of streets, 399 miles of sidewalks, 13 public alleys and two major public parking districts. The City also sponsors an Annual Clean Up Campaign in the spring, Leaf Collection Project in the fall, the Christmas Tree Collection Project each January, the Parade of Champions and Fourth of July fireworks display.

The City's major street network is essentially in-place. Road widening to conform to adopted street plan line or widen sub-standard streets to accommodate increased traffic from new development will still be necessary. New streets within the boundary of a new development are the cost obligation of the developer.

6.6.9 Cable Television

Cable service is provided to citizens of Santa Clara through a non-exclusive franchise. The cable is underground in newer developed areas and on existing power poles in areas with overhead electrical service. More than 95 percent of the residences in the City have access to cable television.

6.7 PUBLIC SAFETY

6.7.1 Police

The Santa Clara Police Department performs the following functions:

1. Enforcing laws and ordinances.
2. Preventing crime and maintenance of peace and order.
3. Protecting lives and property.

4. Enforcing traffic laws and ordinances.
5. Maintaining the care of all property and equipment assigned to the police department.
6. Prosecuting violators of laws within the jurisdiction and in cooperation with other law enforcement agencies in other jurisdictions.
7. Preparing and maintaining necessary records and reports.
8. Performing all other related functions required and directed by the City Council.

The 1990-91 staff and operating budget allowed the City of Santa Clara Police Department to perform these functions satisfactorily. The City's goal is to maintain the level of service provided the community, i.e., to accomplish the eight functions listed above in a timely and efficient manner. It is the policy of the Police Department to respond to all emergency calls in under three minutes.

Increases in population, housing units, and jobs are expected to result in a proportionate increase in crimes, traffic accidents, and calls for service from the police department.

6.7.2 Fire

The City of Santa Clara has adequately provided fire and other emergency services in the past, and the foundation to continue meeting the City's expanding needs is in place. This foundation consists of fire codes, public fire facilities, highly trained personnel and specialized equipment.

The City of Santa Clara has a good safety record in terms of fire protection and a minimum of fire losses. This record is reflected in the City's excellent fire insurance rating of Class 2. This low level of fire risk is the combined result of the high proportion of new construction which meets current Uniform Building Code standards, and an efficient fire protection service.

It is the mission of the City of Santa Clara Fire Department to protect citizens, businesses, institutions and property within Santa Clara from injury or loss due to natural or man-made disasters. This is accomplished by providing highly trained and equipped personnel to respond to fire, flood, chemical release and medical emergencies. Life saving functions are also performed by the Fire Department's Emergency Medical Services which include rescue, first aid, resuscitation, cardio-pulmonary resuscitation and evacuation.

An acceptable level of fire service requires a timely response of trained personnel and equipment to any emergency. To accomplish this, emergency personnel and equipment are strategically located throughout the City to provide an emergency response within three minutes of notification. Fire stations are strategically distributed throughout the City to reduce response time. If City road networks do not substantially change or do not become too restricted so as to impede emergency traffic, the existing Fire Station locations should adequately serve the City of Santa Clara during the life of this General Plan.

However, increased calls for fire service and traffic congestion can erode the Fire Department's critical response times. To mitigate any impacts, the Fire Department will adjust and/or expand staff and equipment in high areas of service demand and continue its program of placing emergency traffic preemption controls on key signals. Minor increases in staff will also be needed in support services, such as the Hazardous

Materials, Prevention, and Administration divisions. These programs, along with enforcement of Fire Code regulations, will meet the growing fire service needs of the City of Santa Clara.

The Fire Department has extensive fire and hazardous materials mutual aid plans with adjacent cities, county, and State agencies. Mutual aid agreements with surrounding jurisdictions augment the City's fire response capabilities.

A definition of Hazardous Materials and their effects on environmental quality are further described within the Environmental Quality Element.

Fire has been one of the major causes of damage following large earthquakes because of disruption in utility service and access. In cases of extreme widespread emergency throughout the County, such as a major earthquake, mutual aid agreements with other government agencies may limit the usual level of service provided by the City. Citizen cooperation and volunteerism will be highly helpful in protecting the lives of City residents and employees, as well as private property.

6.7.3 Communications

Maintaining an up-to-date public safety communications system is vital to the public safety and welfare of every person, business and institution in the City of Santa Clara. A call for emergency assistance to 9-1-1, "Santa Clara Emergency", is answered by the City of Santa Clara Communications Department. The Dispatch Division maintains the necessary coverage 24 hours per day, 365 days a year.

In the case of an emergency, medical, police or fire call to 9-1-1, the dispatch can be made to the proper responder in less than one minute. By asking key questions regarding the nature of the emergency, persons involved and other important specifics, the dispatcher can determine the amount and type of equipment to send.

To further enhance the capabilities of emergency response teams, future considerations will include upgrading the existing radio and computer system, and the addition of mobile data terminals in certain emergency vehicles. These upgrades will provide greater access to computer based information for all public safety personnel.

6.7.4 Disaster Planning

In cooperation with all governmental levels, the City of Santa Clara has developed a comprehensive and continuing program to protect and educate local residents before, during, and after a natural or technological disaster. The Office of Emergency Services has been created to coordinate emergency preparedness efforts within the City.

To serve in the event of a disaster, an Emergency Operations Center has been constructed as the focal point for collecting and analyzing disaster information to develop the best possible utilization of available resources to mitigate the effects of the disaster. Emergency management operations within the City will integrate existing community resources in the public and private sectors with City-owned resources.

Existing resources in the community will be organized so they can be made available on short notice. The City's Resources Manual inventories local food markets, drug stores,

first aid stations, fuel supplies, transportation resources, contractors, and communications stations. It also lists City personnel who are trained in skills that would be useful in an emergency.

As an emergency supplement to local hospitals which may have a reduced capacity following an earthquake, the City has a packaged disaster hospital with a 200-bed capacity that can be set up in 24 hours. In addition, the materials necessary to establish several first aid stations are stored within the City.

A system of shelters in major public buildings is capable of housing over 30,000 people for short periods. City employees have been trained in shelter management.

To cope with an emergency, the design of the water and electric systems includes some duplication of critical elements and margins of safety to meet short term demands. (For example, the water system can meet peak demands for at least 12 hours with the loss of an electrical substation or the loss of the largest imported water source. Following a complete power failure, the average day demand can still be met for at least 12 hours using stored waters and standby pumps. The City's electric system can sustain the loss of any one substation transformer with no long term loss of service to customers. It can lose two such transformers with only a minimal long term loss of power.) Generally, a disaster probably would not cause complete breakdown of the City's electric system.

6.7.5 Emergency Water Supply

Water agencies have the responsibility of providing sufficient water at adequate pressure to meet domestic demands while maintaining a reserve supply for fire fighting. A breakdown in a portion of the system can leave an area without water, which could result in serious consequences in the even of a fire or other emergency. A back-up water supply from an interagency connection can avert many serious situations.

Since 1980 Santa Clara has installed three automatically controlled interconnections with its two neighboring cities. These interconnections are located at the extreme ends of the respective systems, Kifer Road at Mead Avenue in Sunnyvale, Kifer Road west of Semiconductor Drive in Sunnyvale, and Trimble Road at De La Cruz Blvd in San Jose. This type of connection offers protection to both systems: Pressure control devices at each automatic interconnection ensure that the emergency water needs of one system will be served only from the surplus of the other system. Should both systems simultaneously experience water demands beyond available capacity, the automatic valves would not open, and no water would be exchanged. Although interconnections are no guarantee against water outages, nor can they supply the entire City's water demands, they increase the chances of being able to meet water commitments to customers.

6.7.6 Warning System

The City's emergency warning system is currently comprised of 17 sirens that provide warnings before, during, and after a natural or technological disaster. The sirens were placed before extensive development north of the Bayshore Freeway. With new development and a growing population north of the Bayshore, the City should require installation of sirens in the area to increase the effectiveness of the entire warning system.

6.7.7 Surface Transportation Failure

Santa Clara is bordered or crossed by a number of creeks, a river, railroad tracks, expressways, and freeways. Local roads use bridges and culverts to cross these facilities. These bridges may be severely damaged during a strong quake, crippling the City's transportation network. To reduce the potential for damage, the bridges in Santa Clara are being retro-fitted with seismic restrainers in 1991. In a very severe earthquake where ground movement displaces the bridge foundation, the bridges will sustain such severe damage that they will probably not be usable. Under such a condition, detours or temporary crossing facilities will need to be constructed to accommodate vehicular movement. A complete description of and diagram identifying major transportation facilities within, into and out of the City, can be found within the Transportation Element.

6.7.8 Airport Safety Zone

The Santa Clara County Airport Land Use Commission has determined that the area immediately north of the runway requires special treatment and has established a safety area within the City. Within this area, land uses are generally limited to low intensity storage and industrial uses. An ALUC Referral Boundary (65dB CNEL) and Airport Safety Area Diagram is provided within the Environmental Quality Element under the Major Noise Sources section.

6.8 Goal

The Goal of the Public Facilities and Services Element is to:

Provide and encourage, within economic capabilities, needed facilities and services that contribute to the City's safety, convenience, amenity, educational and cultural enrichment.

6.9 IMPLEMENTATION, POLICIES AND PROGRAMS

6.9.1 IMPLEMENTATION

For those programs which require initiating action following the adoption of this General Plan, the anticipated time period for implementation has been provided, followed by the lead department or other City Group responsible for implementation. Ongoing programs have been so identified, along with the responsible lead department or City group. Implementation will be monitored annually by the Planning Commission for compliance with Federal and State Law requirements.

DEFINITION OF CITY IMPLEMENTATION GROUPS

Arch. Comm.	-	Architectural Committee
Bldg. Div.	-	Building Inspection Division, Planning & Inspection Department
City Council	-	City Council
City Mgr.	-	City Manager's Office
Community Svcs.	-	Community Services Department
Fire Dept.	-	Fire Department
Parks/Rec. Dept	-	Parks and Recreation Department
Planning Div.	-	Planning Division, Planning & Inspection Department

Planning Comm.	-	Planning Commission
Police Dept.	-	Police Department
Public Wks. Dept.	-	Public Works Department
Redev. Agency	-	Redevelopment Agency
Street Dept.	-	Street Department
Water/Sewer Dept.	-	Water and Sewer Utility Department

6.9.2 POLICIES AND PROGRAMS

Administrative, Educational, Cultural and Recreational Policies

1. Continue to develop and encourage educational, cultural and recreational opportunities for residents as demand and financial resources warrant.
2. Continue to maintain precise plans for City functions such as (1) Streets and Highways, (2) Water, (3) Sanitary Sewers, (4) Storm Drainage, (5) Electrical, (6) Street Lighting, (7) Fire Protection, and (8) Parks and Recreation.
3. Help to maintain the recreation areas of closed school sites for continued public use.

Programs

- (i) Develop Capital Improvements Program and Budget for public buildings, grounds, and activities to conform with the General Plan. (Ongoing, City Mgr.)
- (ii) Provide library services that are accessible and of adequate size to serve community residents including provision of library services for citizens of the North of Bayshore neighborhood. (Ongoing, Library Board, City Council)
- (iii) Monitor and evaluate library services annually in order to respond to the changing needs of the community. (Ongoing, Library Board, City Council)
- (iv) Provide a well balanced municipal recreation program that serves all segments of the population. (Ongoing Parks/Rec. Dept.)
- (v) Maintain accessible park facilities within residential areas. (Ongoing, Parks/Rec. Dept.)
- (vi) Support the provision of adequate and effective public and private education facilities within the community. (Ongoing, City Council)
- (vii) Cooperate with local school districts in collecting development impact fees prior to Building Permit issuance for individual projects. (Ongoing, Bldg. Div.)
- (viii) Require housing developers to provide park and recreation facilities where existing facilities are not adequate. Develop standards and criteria for the

amount, type and location of public park and recreation facilities to adequately serve the City's residents. (To be implemented 1992-1995, Planning Div., Parks/Rec. Dept.)

Facilities and Services

Policies

4. Encourage placement of above-ground utility equipment behind public right of ways and screen such equipment from public view as practical, and with consideration of safety and efficiency.
5. Promote access to a high quality cable television service for all residents.

Energy Conservation

Policies

7. Continue an innovative energy program to develop cost effective new power sources and encourage conservation.

Programs

- (ix) Encourage development projects to take maximum advantage of solar heating and cooling opportunities. (Ongoing, Water/Sewer Dept.)
- (x) Encourage the use of renewable energy resources, conservation and recycling programs. (Ongoing, Public Wks. Dept., Street Dept.)

Solid Waste

Policies

7. Maximize solid waste disposal capacity through effective recycling. Meet the State mandated recycling levels of 25 percent by 1995 and 50 percent by 2000. Implement the provisions of the City's Source Reduction and Recycling Element.

Programs

- (xi) Provide a residential curbside recycling program until more effective recycling is provided. (Ongoing, Street Dept.)
- (xii) Utilize the Recyclery Center at the Newby Island landfill or other similar facilities to recycle and direct wastes from landfills. (Ongoing, Public Wks. Dept., Street Dept.)
- (xiii) Construct a solid waste transfer station within the City, and explore providing resource recovery and recycling facilities at the transfer station. (Ongoing, Public Wks. Dept., Street Dept.)

Wastewater

Policies

8. Do not allow new development to exceed the City's share of wastewater treatment capacity at the San Jose/Santa Clara Water Pollution Control Plant.

Programs

- (xiv) Prior to granting zoning approval or permits, review major new industrial,

commercial and residential developments to determine projected wastewater load compared with available sewer capacity. (Ongoing, Water/Sewer Dept.)

Stormwater

Policies

9. Maintain the integrity and capacity of the City's stormwater drain facilities.

Programs

- (xv) Require expansion of storm drainage facilities where needed to serve new development. (Ongoing, Public Wks. Dept.)

Public Safety

Policies

10. Maximize the use of advanced technology to minimize the effects of man-made and natural hazards on City facilities and services.
11. Attempt to respond to all emergency calls for police and fire within three minutes.
12. Protect citizens, businesses, institutions, and properties within Santa Clara from injury or loss due to natural or man-made disasters.
13. Land uses approved by the City shall be compatible with the safety policies of the Santa Clara County Airport Land Use Commission.
14. Maintain an up-to-date communications system for support of public safety forces.
15. Maintain an up-to-date computer system for support of public safety forces.

Programs

- (xvi) Provide an adequate number of highly trained and equipped personnel to respond to fire, flood, chemical release, and medical emergencies with the established response time. (Ongoing, Fire Dept.)
- (xvii) Place emergency traffic preemption controls on key traffic signals. (Ongoing, Public Wks. Dept.)
- (xviii) Maintain fire and hazardous materials mutual aid agreements with surrounding jurisdictions. (Ongoing, Fire Dept., City Mgr., City Council)
- (xix) Consider upgrades to the radio system to provide more flexibility in meeting public safety communications needs. (Ongoing, Communications Dept., City Mgr.)
- (xx) Examine the feasibility of upgrading the public safety communications computer system to a fully automated Computer Aided Dispatch (CAD) system. (Ongoing, Communications Dept., City Mgr.)
- (xxi) Examine the feasibility of installing Mobile Data Terminals in certain public

safety emergency vehicles to provide field access to the public safety computer system. (Ongoing, Communications Dept., Fire Dept., Police Dept., City Mgr.)

- (xxii) Conduct an annual review of Police Department staffing, equipment, and facilities with respect to trends in crime, police response time, historical and forecast population growth, recent development approvals, proposed development, and financial resources. (Ongoing, City Mgr., Police Dept.)
- (xxiii) Conduct an annual review of Fire Department staffing, equipment, and facilities with respect to trends in response time, historical and forecast population growth, recent development approvals, proposed development, and financial resources. (Ongoing, City Mgr., Fire Dept.)

Emergency Preparedness Policies

- 16. Maintain an emergency preparedness plan with an emphasis on providing contingent City services in the event of a disaster.

Programs

- (xxiv) Recruit and train citizen volunteers to assist City personnel during extreme and widespread emergencies (such as major earthquakes). (Ongoing, Fire Dept., Police Dept., Emergency Services Coordinator, City Mgr.)
- (xxv) Maintain inter-agency water connections for backup supply needed in emergencies. (Ongoing, Water/Sewer Dept., City Mgr.)
- (xxvi) Retrofit Santa Clara's bridges with seismic restrainers. (Ongoing, Public Wks. Dept., outside transportation agencies)
- (xxvii) Maintain priority list of structures which, because of their unique, irreplaceable historic character, are to be saved from demolition, whenever possible, if damaged by natural disaster. (Ongoing, Bldg. Div., Emergency Services Coordinator, Planning Div.)
- (xxviii) Develop methods to reduce non-structural hazards in all buildings for public occupancy (i.e., commercial, retail, institutional and recreational uses as well as public agency facilities). (To be implemented 1992-1995, Emergency Services Coordinator, Fire Dept.)

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CHAPTER SEVEN

BIBLIOGRAPHY & APPENDICES

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7.1 2000-2010 HOUSING ELEMENT APPENDIX

Housing Implementation Programs Summary

And

The 1990 Housing Element Evaluated

And

**Public Communications Regarding the
2000-2010 Housing Element Update**

(A) Table 1: Housing Implementation Programs Summary

<i>Housing Program</i>	<i>Program Goal</i>	<i>Key Five-year Objective(s)</i>	<i>Funding Source</i>	<i>Responsible Agency/ Department</i>	<i>Time-Frame</i>
Neighborhood Conservation					
1. Housing Inspection & Code Enforcement Program	Ensure adequate maintenance of housing stock & neighborhoods.	Continue program.	eral Fund	Planning Division; Building Division; City Council	Ongoing
2. Neighborhood Conservation Improvement Program (NCIP)	Assist low-income homeowners in rehabilitating their homes.	Rehabilitate 250 units.	CDBG; HOME	Community Services; City Council	2001-2006
3. Rental Rehabilitation Program	Improve the affordable rental housing stock.	Acquire & rehabilitate 150 units.	RDA Set-aside Funds	Community Services; Redevelopment Agency	2001-2006
4. Home Additions	Encourage affordable, compatible additions to existing homes.	Continue program.	N/A	Planning Division	Ongoing
5. Code Compliance	Ensure that structures conform to minimum Code standards.	Implement program.	Private	Planning Division; Building Division	Ongoing
6. High Quality Standards	Encourage high quality standards for construction, reconstruction, and remodels.	Implement program.	N/A	Planning Division; Building Division; Architectural Commission	Ongoing
7. Maintenance of Rental Homes in University Area	Ensure the maintenance of student-occupied homes.	Continue program.	General Funds	Planning Division; Police Department	2002 and Ongoing

<i>Housing Program</i>	<i>Program Goal</i>	<i>Key Five-year Objective(s)</i>	<i>Funding Source</i>	<i>Responsible Agency/ Department</i>	<i>Time-Frame</i>
Housing Sites and Production					
8. Provision of Adequate Housing Sites	Designate adequate sites for housing.	Provide adequate sites; create Transit-Oriented Mixed Use designation.	N/A	Planning Division; Planning Commission; City Council	Ongoing 2002
9. Sites Inventory	Maintain an inventory of sites.	Maintain inventory; provide technical assistance.	N/A	Planning Division	Ongoing
10. Mixed Use Development	Encourage mixed-use development where appropriate.	Provide outreach/ marketing program; facilitate development of 2,700 units by 2006.	N/A	Planning Division; Planning Commission; City Council	2002 2006
11. Overlay Zone	Allow residential and mixed use on designated commercial property	Adopt overlay zone and apply to properties	N/A	Planning Division; Planning Commission; City Council	2002

Housing Program	Program Goal	Key Five-year Objective(s)	Funding Source	Responsible Agency/ Department	Time-Frame
12. Residential Density	Encourage developers to meet or exceed minimum densities.	Implement program.	N/A	Planning Division; Planning Commission; City Council	2001-2006
13. Accessory Units	Encourage accessory units where appropriate.	Continue program; evaluate current ordinance.	N/A	Planning Division	Ongoing 2003

Housing Program	Program Goal	Key Five-year Objective(s)	Funding Source	Responsible Agency/ Department	Time-Frame
Housing Affordability					
14. Affordable Housing Development	Increase supply of affordable ownership & rental housing.	Continue program; facilitate development of 300 units.	RDA Set-aside Funds	Community Services; Redevelopment Agency	2001-2006
15. Redevelopment Set-Aside Funds	Expand funding for affordable housing activities.	Evaluate increasing the amount of set-aside from 20% to 30%.	RDA Set-aside Funds	Finance Department; Redevelopment Agency	2002
16. Inclusionary Housing	Require larger developments to provide affordable units.	Implement program; facilitate development of 300+ units.	RDA Set-aside Funds	Planning Division; Planning Commission; City Council; Redevelopment Agency	2001-2006
17. Density Bonus	Facilitate affordable/senior housing projects through density bonus and/or other incentives.	Continue program.	RDA Set-aside Funds	Planning Division; Planning Commission; City Council; Redevelopment Agency	Ongoing
18. Regulatory Incentives/ Concessions	Reduce constraints & increase incentives to facilitate development.	Adopt land use regulations promoting affordable housing; amend Zoning Ordinance.	N/A	Planning Division; Planning Commission; City Council	2003
19. Section 8 Rental Assistance Program	Assist very low-income households with rent payments.	Continue to participate in program; maintain 483 existing vouchers.	Federal; General Fund (supportstaff)	Community Services; Building Division	Ongoing
20. Transitional Housing	Provide shelter, food & clothing for those with transitional housing needs.	Continue to contribute funds; evaluate potential constraints & amend Zoning Ordinance.	RDA Set-aside Funds; CDBG	Planning Division; Redevelopment Agency; City Council	Ongoing 2003

Housing Program	Program Goal	Key Five-year Objective(s)	Funding Source	Responsible Agency/ Department	Time-Frame
21. Joint Housing Ventures	Work with other public & private agencies to expand supply of affordable housing.	Continue program; facilitate development of 215 units.	RDA Set-aside Funds; CDBG	Redevelopment Agency; City Council	2001-2006
22. Preservation of At-Risk Housing	Preserve assisted projects at risk of conversion to market uses.	Assist in preservation of 100 at-risk units; conduct tenant education.	RDA Set-aside Funds; Federal Funds	Community Services; Redevelopment Agency	2001-2006
23. Shared Housing	Provide for shared housing opportunities.	Continue to contribute funds; assist 100 households.	RDA Set-aside Funds	Redevelopment Agency; Non-profit Agencies	2001-2006
24. Affordable Housing Mitigation Fee Study	Evaluate housing growth relative to increases in jobs	Conduct fee study by 2003.	Private	Planning Division; Planning Commission; City Council	2003
25. Low-Income Housing Alternatives	Support development of low-income housing alternatives.	Assist in the development of 148 units.	RDA Set-aside Funds	Planning Division; Redevelopment Agency; City Council	2001
26. Relocation Assistance	Provide relocation assistance to displaced residents.	Implement program.	RDA Set-aside Funds; CDBG; HOME	Redevelopment Agency; Community Services	Ongoing
27. Affordable Housing/ Mixed Use Legislation	Propose/support State legislation to provide further incentives for affordable housing production & mixed use development.	Continue program.	N/A	Planning Division; Community Services	Ongoing
28. Home Buyer Assistance	Expand home- ownership opportunities.	Provide 100 first-time home buyer loans.	RDA Set-aside Funds; Private	Planning Division; Planning Commission; City Council; Redevelopment Agency	2001-2006

Housing Program	Program Goal	Key Five-year Objective(s)	Funding Source	Responsible Agency/ Department	Time-Frame
Housing Opportunities					
29. Housing for the Disabled	Enhance housing opportunities for those with disabilities.	Implement ADA & State building code requirements; provide grants for accessibility improvements.	CDBG	Community Services; Building Division; Planning Division; Planning Commission; City Council	Ongoing
30. Housing Constraints For the Disabled	Determine if there are housing constraints for disabled; if any found, develop plan to mitigate or remove.	Mitigate or remove any identified housing constraints.	General Fund	Planning Division, Building Division, Housing Division, Planning Commission, City Council	Ongoing

Housing Program	Program Goal	Key Five-year Objective(s)	Funding Source	Responsible Agency/ Department	Time-Frame
31. Removal of Physical Barriers	Reduce physical barriers on public property & street rights-of-way.	Continue program.	CDBG	Public Works	Ongoing
32. Specialized Housing	Encourage provision of specialized housing.	Assist non-profits in acquiring & rehabilitating homes to be used as housing for those with special needs.	N/A	Planning Division; Community Services; City Council	Ongoing
33. Condominium Conversions	Ensure condominium consistency with Ordinance requirements.	Review condominium conversion proposals for conformance to ordinance.	General Fund	Planning Division; Planning Commission; City Council	Ongoing
34. Tenant-Landlord Services	Make tenant-landlord services available.	Continue to refer complaints to appropriate agencies.	General Fund	Community Services; City Council; Non-Profit Agencies	Ongoing
35. Fair Housing Program	Further fair housing practices in the community.	Continue to fund program & make referrals.	CDBG	Community Services; City Council; Non-Profit Agencies	Ongoing

Five-Year Goal Summary:

TOTAL NEW UNITS TO BE ACCOMMODATED: 6,339 units (1,294 very low, 590 low, 1,786 moderate, 2,669 above moderate)

TOTAL UNITS TO BE REHABILITATED WITH CITY ASSISTANCE: 455 units (155 very low, 300 low)

TOTAL UNITS TO BE CONSERVED: 483 very low-income (Section 8) rental subsidies, 100 assisted units at low risk of conversion

(B) THE 1990 HOUSING ELEMENT EVALUATED

Santa Clara last adopted its Housing Element in 1992 (1990-2005 General Plan). The Element's regional housing objectives encompassed the 1988 to 1995 period and call for the City to plan for 5170 housing units. Actual construction was 1,963 units, 38% percent of the objective. Much of this period was impacted by a recession that dramatically dampened the private housing market. For comparison, the nine years prior (1980 to 1988) saw the construction of 3,688 housing units in Santa Clara.

More recently in the decade of the 1990s, 2,418 housing units were built, bringing the total housing stock to 39,630 on April 1, 2000. The ABAG Projections 90 estimated 41,130 households by 2000, which would translate to 42,315 housing units at current vacancy rates. During the past decade, the City saw the construction of only 47% of its expected housing.

During the prior Fair Share planning period of 1988 through 1998, 2,524 new units were built. Of these, 106 or 4.5% were restricted for very low income households, one was for a low income household (.04%), 89 were for moderate income households (3.4%).

In the past, the only established program in the City to encourage affordable housing was a ten percent goal in the General Plan. As a result, less than 20 percent of the identified affordable housing needed in the City has been produced in the last 10 years. Of the 2,524 total new housing units built 1988 through December 1998, 106 (4.5%) were designed to be affordable specifically to lower income households. Eighty-nine constructed during this period were affordable to moderate income households. Their construction can be attributed to the Santa Clara County Mortgage Revenue Bond Program, County Housing Authority, and the City's Redevelopment Agency's Set-Aside Funds. Although other units affordable to lower and moderate income households were constructed, there is no regulation of the rents or prices of these units. The needs of certain groups of community residents such as senior citizens and lower income households could have been more effectively met if the Housing Element had established a more specific implementation program and had more funding been available.

The last mobile home park in the City, which provided affordable housing opportunities for one hundred units, was also eliminated due to economic redevelopment for higher density housing.

Of the 67 potential housing sites identified in the 1990 Housing Element, eighteen have already been developed residentially, ten have been rezoned for 2,082 dwelling units, and thirty-five have been designated in the General Plan for housing.

This Element, which replaces the 1990 Housing Element, includes policies and programs which implement the City's commitment to better meeting the housing needs of senior citizens, low and moderate income families and other population groups with special housing needs. The Element utilizes the best available data where possible and will be updated as more 2000 Census Data becomes available. The Element responds to the requirements of Government Code Section 65583(a)(8) regarding assisted housing "at risk" of conversion to market-rate.

A major change since the 1990 Housing Element is the ongoing success of the Redevelopment Agency Low and Moderate Income Housing Fund. Using twenty percent of the Agency's tax increment revenues, the Fund assists the creation and conservation of affordable housing in Santa Clara. In 2000, the annual contribution to the Fund reached nearly four million dollars.

Another major event was the approval of the Rivermark Community Plan for the surplus Agnews property. The prior Housing Element listed this property as a housing site with the potential for 1700 units. The final approval permits 3020 housing units on the site, an increase of 78%. Construction of 483 units has already been completed as of June 2001.

The 1990 Housing Element included 38 implementation programs that are evaluated below based on performance during the 1988 through 2000 period.

- (i) Provide Redevelopment Agency Housing Fund assistance to ownership and rental housing. The City's Redevelopment Agency (RDA) Housing Fund will give consideration to user preference and community housing ratio when providing housing assistance to either ownership or rental housing. Emphasis will be placed on programs that create rental housing for the senior population, home ownership for moderate income families that are first-time buyers and rentals for lower income families, with first priority being given to those who currently live in or are employed in the City.

Responsibility:	Redev. Agency
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund

Results: The RDA Housing Fund was initiated in 1990 and took several years to get up to speed. Between 1990 and 1995, the Agency assisted in the development or acquisition of 306 affordable housing units. Between 1990 and 2001, a total of 1,279 affordable units have been assisted or approved. Of these, 51% of these are for very low income households, 28% for low income and 21% for moderate income households.

Analysis: RDA funding has become the largest steady source of affordable housing financing in the community. Since its inception in 1990, the fund has received \$30 million plus another \$5.8 million in interest. It has been leveraged to obtain a wide variety of other funding, including Federal, State, tax credits and private.

Update: This program will remain the foundation of the City's affordable housing efforts, generating an average of four million dollars annually.

- (ii) Encourage Mixed Use development where appropriate to provide increased opportunities for housing development. The General Plan land use designation has been changed to Mixed Use for those one-acre or larger commercial or office properties located near existing residential neighborhoods and support services. Implemented through applicant-initiated Planned Development zoning, mixed use allows a ground floor of commercial plus one or more stories of residential. The major incentive is the enhanced economic return and the mutual market support of

the different uses.

Responsibility:	Planning Div., Planning Comm., City Council
Target Date:	1992 and Ongoing
Funding Source:	Not Applicable
Housing Unit Count:	1580 units through 2005

Results: As the amount of vacant land diminishes, redevelopment of the older commercial areas will become the largest land resource for new housing. The previous General Plan substantially increased the area for mixed residential/commercial use to over 200 acres. The first project was approved in 1989 and consisted of 62 dwelling units over 28,000 square feet of retail space. Four mixed use projects with residential have been approved and built in Santa Clara, totaling 152 housing units.

Analysis: The amount of mixed use development has been less than anticipated. There are several non-governmental constraints working against mixed use. Property owners may be satisfied with the existing commercial returns. Financing is difficult for mixed use because it is relatively unusual in this area. Developers are uncertain of its feasibility in the marketplace.

Update: The new Housing Element and draft update of the Land Use Element add more land to the mixed use district and recommends changes to the Zoning Ordinance to create additional incentives for residential use. The one acre minimum lot size has been deleted and the inclusion of residential in any new development within mixed use areas is promoted through zoning incentives.

- (iii) Continue to work with the Housing Authority of Santa Clara County to expand its ability to create low and moderate income housing. In November 1988, the City and Authority placed on the ballot and the voters approved under Article XXXIV of the State Constitution the creation of 300 units of subsidized housing in Santa Clara. Redevelopment Housing Funds are available to package with Housing Authority financing. Separately, staff will continue to inspect dwelling units proposed for Section 8 certificate use.

Responsibility:	Community Svcs., Bldg. Div., Redev. Agency
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund
Housing Unit Count:	300 units with Article XXXIV referendum approval

Results: The Housing Authority and Redevelopment Agency have successfully partnered on five projects totaling 100 units, most designated for very low income households. Two additional projects with 200 units have been approved but not yet constructed.

Analysis: This program has met its goals. Legal opinions have determined that most affordable projects do not require Article XXXIV approval.

Update: The updated Element retains this program.

- (iv) Require a percentage of all new or renovated units to provide for the special housing needs of the disabled.
- Responsibility: Community Svcs., Bldg. Div., Planning Div.,
Planning Comm., City Council
- Target Date: 1992 and Ongoing
- Funding Source: Not Applicable
- Results:** The State Building Code adopted by the City and the Federal Americans with Disabilities Act require specific provisions for the handicapped, depending on the type of housing. The City implements these requirements.
- Analysis:** New construction and substantial remodel of multifamily housing since the 1980s have included accessible units.
- Update:** The updated Element retains a similar program.
- (v) Use Community Development Block Grant funds, to the extent available, to provide developmentally handicapped adults with housing assistance.
- Responsibility: Community Svcs.
- Target Date: Ongoing
- Funding Source: CDBG (Community Development Block Grants)
- Results:** RDA funds were used to provide twenty-three rental units in a large apartment complex as accessible and designated for low income developmentally disabled. The project opened in late 2000.
- Analysis:** Although a different funding source was used, the objective was accomplished.
- Update:** A rewritten version of this program providing for a broader range in funding is included in the updated Element.
- (vi) Reduce physical barriers to the handicapped on public property and street rights-of-way.
- Responsibility: Public Wks.
- Target Date: Ongoing
- Funding Source: CDBG
- Results:** Between 1995 and 2001, \$1,161,578 from the Block Grant Program was spent on removal of barriers to the handicapped for fourteen projects. The focus was on corner curbs, public facility entries and access to public bathrooms.
- Analysis:** This is a very successful, ongoing program. The City's ADA Committee, which includes disabled representatives, makes recommendations on the use of the funds.
- Update:** The Housing Element update retains this program.
- (vii) Encourage the provision of special housing needs for those with sensory, physical and/or mental disorders; or for group care, emergency housing and foster homes,

where appropriate. Residential care homes for six or fewer residents are permitted in residential zones. Assistance for acquisition and rehabilitation of such homes is available from the City through existing programs of Community Development Block Grants and the Redevelopment Housing Fund. In 1989/90, the City provided \$80,000 and a vacant residential lot to Adult Independence Development Center to build a transitional housing facility for developmentally disabled adults.

Responsibility: Planning Div., Community Svcs., City Council, Redev. Agency
 Target Date: 1992 and Ongoing
 Funding Source: CDBG, Redevelopment Housing Fund
 Housing Unit Count: 1 residential care facility by 1995

Results: Between 1988 and 1995 the City assisted with the construction or acquisition of two group homes for those with special needs. A twelve bed shelter for runaway teens was built in 1994. Since 1995, the City has assisted in the acquisition of four group homes to house up to 24 persons with special needs. Since 1995, an existing triplex was acquired and rehabilitated for 6-8 homeless teens, age 17 to 19. A five-unit apartment and adjacent single family home were acquired since 1995 to serve homeless young parents and their children. In 2001, a group home for those with neurological disorders was purchased with CDBG and HOME funding assistance. Also in 2001, construction was completed on a 24 unit transitional housing facility for victims of domestic violence.

Analysis: The objective of this program was exceeded.

Update: The Housing Element update retains this program.

- (viii) Work with non-profit entities to acquire existing multi-family structures which may be maintained as affordable rental housing.

Responsibility: Community Svcs., City Manager, Redev. Agency, non-profit housing developers such as First San Jose Housing and Community Housing Developers
 Target Date: 1995
 Funding Source: Redevelopment Housing Fund, Rental Rehabilitation (or successor)
 Housing Unit Count: 20 units

Results: Between 1988 and 1995, existing apartments with 116 units were purchased by non-profits with City assistance. This program's objective was to rehabilitate and preserve affordable housing.

Analysis: This program provides an excellent way to retain existing lower cost rentals that are in need of upkeep. Acquisition by a non-profit ensures the affordability and maintenance of the units over the long term. The Rental Rehabilitation Program has been eliminated by the Federal government and is now longer an available source of funds.

Update: This program is retained with the deletion of the Rental Rehabilitation

Program and increased levels of Redevelopment Housing Funds. The housing objective is substantially increased to 150 units during the 2000 to 2006 period.

- (ix) Disperse, and monitor the dispersal of, affordable units in various areas of the City.

Responsibility: Planning Div.
 Target Date: Ongoing
 Funding Source: Not Applicable

Results: The North of Bayshore area has been the site of much of the new housing in the City approved and built since 1995. Because there are relatively few other areas with large vacant housing sites in Santa Clara, the three largest 100% affordable housing projects are in the North of Bayshore area. Each of these will be owned and managed by a non-profit or governmental agency, better ensuring the long term maintenance and quality of the project. On the positive side, there have been several smaller new construction projects of affordable housing, acquisition of existing housing, and inclusion of affordable units in market housing complexes scattered throughout the City.

Analysis: The location of affordable units has thus been dispersed as much as possible without sacrificing the number of units

Update: The focus of new housing during the next ten years will shift to the existing El Camino Real commercial strip and redevelopment sites south of the Caltrain line. This will further disperse affordable units in Santa Clara.

- (x) Do not permit condominium conversions if the percentage of rental units in the City drops below 40 percent. The City shall review condominium conversion proposals for conformance to the Planned Development ordinance requirements. Existing tenants shall be given preference to purchase their unit and compensation if forced to relocate.

Responsibility: Planning Div., Planning Comm., City Council
 Target Date: Ongoing
 Funding Source: Not Applicable

Results: The continuing strong demand for rental units has kept interest in condominium conversions low. Since 1985 market conditions have not promoted condominium conversions and the City has reviewed and approved only a few. There have been no conversions since 1996. The City did approve an ordinance amendment allowing for investment apartments. This is a new concept where smaller investors could purchase two units in a large complex for continued rental only. This concept has not yet been implemented.

Analysis: This program has had no impact on the housing market. The 2000 Census found that the current percentage of rentals is over fifty percent.

Update: The update will retain this program in case the market shifts to favor condominium conversions. However, as the City is now over one half

renters, the prohibition triggered by the rental percentage has been deleted.

- (xi) Review additional sites for possible designation as residential or mixed use, considering their location relative to existing residential uses, support services and environmental suitability.

Responsibility: Planning Div., Planning Comm., City Council
 Target Date: 1995
 Funding Source: Not Applicable

Results: Between 1988 and 1995, 139 acres were redesignated for residential or mixed use. A total of 1976 housing units have been built to date on these properties. Since 1995 the General Plan has designated an additional 312 acres for residential or mixed use.

Analysis: Most of the redesignation has occurred on commercial or public property. Santa Clara's industrial area utilizes significant quantities of hazardous materials in its manufacturing processes that need to be clearly separated from residential use. In addition, introduction of residential in most industrial areas would create residential islands isolated from services such as retail, parks and schools, and would place residents in proximity to hazardous materials.

Update: The Housing Element and Land Use updates have designated additional mixed use areas and increased the densities of certain residential uses. Transit has been added to the factors identified for residential support.

- (xii) Require developers of residential developments of 10 or more units to provide at least 10 percent of their units at rents or prices affordable to low and moderate income households, provided Redevelopment Agency housing funds are available.

Responsibility: Planning Div., Planning Comm., City Council, Redev. Agency
 Target Date: Ongoing
 Funding Source: Redevelopment Housing Fund
 Housing Unit Count: 100 units through 1995

Results: As the RDA Housing Fund accumulated money, implementation of the City's inclusionary housing program became possible. Between 1990 and 1995, the RDA funded 59 affordable units as part of private developments. Since 1995, it has approved 110 additional units as inclusionary affordable housing.

Analysis: The Council recently rejected a proposal to make inclusionary housing mandatory and internally financed by private development. The concern was that such a requirement would increase the cost of market rate housing and might discourage some housing development in the City. As long as RDA funds are available to finance the ten percent affordable units, the current program can be

successful. However, ten percent is far below the 58% proportion of affordable units identified as the City's Regional Fair Share Housing objective for lower and moderate income households.

Update: The Housing Element update retains this program. The use of RDA funds for projects with far more than ten percent affordable (several with 100 percent) will help to increase the total affordable share in the City. The growing success of the program has been reflected in the increased housing objective from 100 to 300 units in the 2000-2006 period.

- (xiii) Identify appropriate sites for affordable housing. The City can aid developers of affordable housing by selecting sites for affordable housing in advance and encouraging development proposals for sites so identified. Some City owned property along the El Camino Real Re-route has been designated for Mixed use in the General Plan. These sites provide incentives for the construction of affordable housing. The City shall maintain an inventory of vacant land usable for this purpose. The City will also provide information and technical assistance on Federal and State funding sources or referrals to appropriate agencies.

Responsibility: Planning Div., Redev. Agency
 Target Date: Ongoing
 Funding Source: Not Applicable

Results: See Program xi above. Of the 67 sites identified for housing in the 1992 Element, 28 have been built on or approved for residential development, adding 744 new units.

Analysis: Although the pace of housing construction in the early 1990's was constrained by the poor economy, the number of approvals has definitely improved and 2001 will be one of the highest years, if not the highest, for residential permits in more than a decade. This program was helpful to developers in identifying sites suitable for housing development.

Update: This program has been retained and expanded to include efforts to promote development of the sites for new housing.

- (xiv) Provide density bonuses or equivalent financial incentives for housing projects which include affordable housing units, consistent with State law requirements.

Responsibility: Redev. Agency
 Target Date: Ongoing
 Funding Source: Redevelopment Housing Fund

Results: Although the City did not adopt a local density bonus ordinance until 2000, the Planned Development zoning district provided the flexibility for allowing incentives for affordable units.

Analysis: During the time period of the prior Housing Element, there was no interest in using such incentives to economically justify affordable units. Apparently, the added density was not enough to justify the reduced revenues for affordable units. The adopted ordinance has a

lower threshold for density bonus qualification than State law, providing stronger incentives for use of the program. The City's ordinance provides for a bonus or other incentive if the developer proposes fifteen percent lower income units, or five percent very low and five percent lower, or fifty percent senior units.

Update: The density bonus law was used once in 1999 for a small lot housing project. This program is retained in the update with the additional reference to senior units as a qualifying factor.

- (xv) Do not limit the number of bedrooms which may be added to existing residences with the required parking. Encourage affordable, unobtrusive one-story additions for upgrading older single family homes. As mandated by State law, accessory units are conditionally permitted on R-1 lots that have sufficient additional lot area.

Responsibility:	Planning Div.
Target Date:	Ongoing
Funding Source:	Not Applicable

Results: Due to concerns about overcrowding and the aesthetic impacts of very large homes, the Planning Commission adopted a policy to review all applications for single family homes resulting in more than five bedrooms.

Analysis: Some five plus bedroom homes were approved on large lots but others were required to reduce the bedroom count and/or the overall size of the proposed house. The current single family zoning ordinance allowances and design guidelines are under study.

Update: This program has been rewritten to encourage affordable and compatible additions to existing homes.

- (xvi) Evaluate the existing accessory unit ordinance adopted in 1983 to determine if changes are needed.

Responsibility:	Planning Div., Planning Comm., City Council
Target Date:	1993
Funding Source:	Not Applicable

Results: Accessory units were added as a conditional use in both of Santa Clara's single family zones. A minimum lot size of 7,000 square feet and one open parking space are required for the second unit. Approximately eighty applications for accessory units have been made since the ordinance amendment allowing such units in 1983. Seventy have been approved. The requirement that the accessory unit be attached to the main house was eliminated to encourage more applications.

Analysis: The ordinance was liberalized in 1995 to encourage more applications with some positive results. More applications were expected based on our estimate that 10 to 15 percent of all single family lots have over 7,000 square feet. With over 3,000 qualifying lots in the City, the potential for the addition of accessory units is still

high. Apparently, the benefits of an accessory unit have not been enough for most homeowners. The City will review its ordinance and consider further reducing some requirements.

Update: The program is retained in the update with the addition of a promotional effort to increase the number of accessory units.

- (xvii) Cooperate with the County of Santa Clara Housing Bond coordinator for the issuance of Mortgage Revenue Bonds for projects and for the issuance of Mortgage Credit Certificates for first-time home-buyers.

Responsibility: Community Svcs.
Target Date: Ongoing
Funding Source: City's Bonding Authority

Results: Through the County of Santa Clara, the City participates in a Mortgage Revenue Bond Program. Since 1985, the emphasis has been on single family ownership. The 1985-88 bond issue included funding for three Santa Clara projects totaling 71 units earmarked for first time homebuyers. In addition, the City allocated some of its bonding authority to the Mortgage Credit Certificate Program (MCC), also under County of Santa Clara auspices. The MCC available for Santa Clara between 1988 and 1995 resulted in 756 new homeowners. From 1995 through 2000, 96 new homebuyers benefited. The program has been partially supplanted by the RDA's First Time Homebuyers Program.

Analysis: Changing financial conditions may make this program more useable in the future.

Update: This program is retained in the update. Program (xxxii) focuses on the more active RDA efforts for homeownership.

- (xviii) Continue to participate in and promote the Section 8 Existing Housing Program. Inspection staff will make special inspections of existing units proposed for use by Section 8 certificate holders. Santa Clara's Project Self-Sufficiency utilized Section 8 certificates as a resource for single parent AFDC families.

Responsibility: Community Svcs., Bldg. Div.
Target Date: Ongoing
Funding Source: General Fund supported staff
Housing Unit Count: 483 existing Section 8 units

Results: This is an important program allowing lower income household access to existing rental units. It is administered by the County Housing Authority and funded by the Federal government.

Analysis: As of May 31, 2001, there were 685 Section 8 certificates, of which 229 were for disabled individuals. There was a waiting list of 974 residents, 167 of whom were disabled.

Update: This program is retained.

- (xix) Evaluate what can be done to remove or mitigate constraints to maintain, improve

and develop adequate housing for all those who wish to reside in the City.

Responsibility: Planning Comm., Planning Div.
 Target Date: Ongoing
 Funding Source: Not Applicable

Results: As written in 1992, this item is too broad and vague to evaluate.

Analysis: It should be deleted and replaced with programs that identify specific constraints that can be reduced with a target date and potential housing objective.

Update: Programs (iii), (v), (vi), (viii), (xiii), (xv), (xix), (xxiv), (xxxvi) and (xxxxii) all address the mitigation of specific constraints to the provision of a decent, affordable housing.

- (xx) Assist in funding, to the extent that Community Development Block Grant or RDA Housing Fund monies are available, locally administered programs that provide shelter, food and clothing for homeless families. Support efforts to enlarge the Family Living Center at Agnews Development Center's Santa Clara campus to serve the shelter needs of Santa Clara. State Legislation has authorized a second building at Agnews for a shelter if not needed for other State purposes. The building could accommodate 20 families or 80 individuals as a shelter.

Responsibility: Redev. Agency, City Council
 Target Date: Ongoing
 Funding Source: Redevelopment Housing Fund, CDBG

Results: The redevelopment of the Agnews property provided the vehicle for the construction of a new homeless family shelter. The Sobrato Family Living Center has thirty-three apartment units with a second phase of eighteen transitional units. This style of shelter is far more satisfactory for families than the previous dormitory. The RDA is contributing \$2.5 million over five years for capital costs and the City's CDBG program underwrites some of the annual shelter costs. The State of California, Sun Microsystems and the Sobrato Family Foundation are other major contributors to this facility. The RDA also contributed to the construction costs of the Bill Wilson Center for runaway teens, acquisition of a five unit apartment for teenage mothers and a battered women shelter with 24 beds.

Analysis: This program has far exceeded its objective both in number of units and in the breadth of clients served.

Update: The housing objective has been increased to reflect the activity in the 1999-2006 period. References to specific projects and organizations have been deleted. The funding qualifier has also been deleted to be consistent with other programs.

- (xxi) Amend the Zoning Ordinance to allow homeless shelters and transitional housing as conditional uses in appropriate commercial and quasi-public zones.

Responsibility: Planning Div., Planning Comm., City Council

Target Date: 1993
Funding Source: Not Applicable

Results: The Planning Commission did not recommend an amendment to the Zoning Ordinance to allow shelters in a specific zone.

Analysis: Existing shelters have been approved in the Planned Development and Commercial Thoroughfare zones. One is a 33 unit apartment style homeless family shelter and the other is a 20 bed shelter for teens. The Commission has accepted the staff recommendations of approval in these situations. The lack of specific zoning ordinance authorization has not been an obstacle to new shelters.

Update: The update calls for Ordinance amendments allowing these facilities in certain appropriate commercial zones.

- (xxii) Continue to refer Tenant-Landlord complaints to an agency offering mediation. The City funds Project Sentinel to handle the initial contact, mediation and follow-up, with effective resolution of the complaints as the goal.

Responsibility: Community Svcs., Project Sentinel, City Council
Target Date: Ongoing
Funding Source: General Fund

Results: Santa Clara contracts with a non-profit service agency for mediation of rent and other tenant - landlord disputes. Information and counseling is available for both parties. If needed, voluntary mediation is conducted for rent increases. The Santa Clara Tenant Association has supported this service agency. Over the past five years, there have been 1,835 cases and 1,511 dispute resolutions through reconciliation and mediation. Their average caseload is 367 per year. Funding comes from the City's general fund.

Analysis: Project Sentinel has successfully handled tenant-landlord issues for many years. This is an ongoing program that should be continued.

Update: The Housing Element update retains this program.

- (xxiii) Provide referral services and promotional support to link those experiencing discrimination in housing with public or private groups who handle complaints against discrimination. Through its contractor, Project Sentinel, the City funds pamphlets explaining fair housing services. Through the Tri County Apartment Owners Association, the City contributed to a Rental Housing Handbook that provides guidance to both tenants and landlords. Continue to seek state and federal enforcement of fair housing laws and continue to cooperate with local agencies investigating claims of discrimination.

Responsibility: Community Svcs., Project Sentinel, City Council
Target Date: Ongoing
Funding Source: CDBG

Results: Using CDBG funds, the City has a contract with a non-profit service agency to provide fair housing services. It provides counseling,

investigation, mediation and an attorney referral service for follow-up on documented discrimination cases.

Analysis: This is a successful program that should be continued.

Update: The Housing Element update retains this program.

- (xxiv) Use Redevelopment Low and Moderate Income Housing Fund to assist in creating and/or preserving affordable housing units. Through 1995, it is estimated that the Fund will accrue approximately 15 million dollars. The Redevelopment Agency has allocated 40 percent to affordable housing preservation and development, 30 percent to senior affordable housing, 15 percent to mortgage assistance to first time homebuyers, 5 percent to homeless assistance and 10 percent to housing services and administration.

Responsibility: Community Svcs., City Mgr., Redev. Agency

Target Date: 1992 and Ongoing

Funding Source: Redevelopment Housing Fund

Housing Unit Count: 225 Units through 1995

Results: Between 1990 and 1995, the RDA Housing Fund did accrue approximately \$10.4 million in tax increment set aside monies. Projects with 217 housing units were assisted with those funds.

Analysis: Although the program did not quite meet its first five year objective, progress since then has increased substantially. Approximately \$18.3 million were accrued between 1995 and 2000. Affordable projects with 1062 units were assisted and the pace is continuing into the next Element period.

Update: It is estimated that the RDA will allocate approximately \$20 million to the Housing Fund between 2001 and 2006. This program is retained and the housing objective for affordable units has been increased to 300 units.

- (xxv) Combine public and private funds in joint housing ventures. The City will consider participating with other local jurisdictions to provide affordable housing in areas where developable land is not as scarce and housing prices not as high.

Responsibility: Redev. Agency, City Council

Target Date: Ongoing

Funding Source: Redevelopment Housing Fund, CDBG

Results: The City has participated in joint financing of housing services and shelters provided in other nearby cities. However, there are legal and political constraints on Santa Clara constructing housing outside the City or in using RDA funds outside the City. No housing units have been produced under this program.

Analysis: State law has been loosened slightly to allow this possibility in the future but local politics will be a key determinant. As a city with limited housing sites, Santa Clara would be interested in investing in affordable units in nearby cities.

Update: The program is retained but without a housing objective since the

likelihood of production is low.

- (xxvi) Preserve existing assisted housing through the Federal Low Income Housing Preservation and Resident Home Ownership Act of 1990. Up to 40 percent of available Redevelopment Housing Funds will be utilized to prevent the loss of this housing for low and moderate income households. Of immediate concern are the 86 units at Lawrence Apartments which could convert to market rate by May 1994. The city will work with HUD, the County Housing Authority and local non-profit housing developers to facilitate this preservation.

Responsibility:	Community Svcs., City Mgr., Redev. Agency
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund, Federal Funds
Housing Unit Count:	86 units through 1995

Results: The Lawrence Apartments (HUD Section 23a) did become an issue in 1994, with the result that 86 apartments were converted to market rate housing. The Civic Plaza Apartments (HUD Section 221(d)) owners converted 111 units in 1995.

Analysis: The City and the County Housing Authority assisted all in-place tenants in both complexes who qualified for tenant-based subsidies in receiving Section 8 vouchers for rental assistance.

Update: Over the next ten years, no projects with affordable units will become at risk of converting to market rate. This program is retained in the update and the City is committed to addressing this concern in the future as needed.

- (xxvii) Continue to assist in funding programs designed to create shared housing arrangements for seniors and families.

Responsibility:	Redev. Agency
Target Date:	Ongoing
Funding Source:	Redevelopment Housing Fund

Results: The City contracts with Project Match and Catholic Charities to provide home sharing services to both seniors and families. Annually, the combined effort of these agencies is able to assist an average of 20 households.

Analysis: This program is very successful in getting the most out of the existing housing stock and assisting elderly homeowners to remain in independent living situations longer.

Update: The update retains this program and establishes a housing objective of 250 households between 2000 and 2006.

- (xxviii) Require housing impact studies as part of project-related environmental reviews for new developments or businesses that generate a high number of jobs.

Responsibility:	Planning Div.
Target Date:	Ongoing

Funding Source: Private

Results: Since 1992, all employment generating proposals requiring an Environmental Impact Report have included a jobs/housing analysis.

Analysis: This information is available to decision-makers and has heightened awareness of the need to provide a better balance between housing and job growth. For example, in the approval of the Rivermark project on the Agnews property, the Council increased the amount of residential land to accommodate 300 additional housing units.

Update: The update retains this program and includes consideration of a housing impact fee for major employment generating developments.

- (xxix) Promote home ownership, particularly for first time buyers, through single family, townhouse and condominium construction, conversion of rental to condominium where appropriate and Redevelopment Housing Fund assistance.

Responsibility: Planning Div., Planning Comm., City Council, Redev. Agency

Target Date: Ongoing

Funding Source: Redevelopment Housing Fund

Results: The 2000 Census indicates that the percentage of homeownership has slipped slightly in the past ten years. The building permit data for the same period would suggest an even greater growth of rental units implying that ownership of existing single family homes and condominiums has increased somewhat. The RDA First Time Homeowner Program has assisted 219 households to buy in the City.

Analysis: The First Time Homebuyer Program is a popular and moderately successful program. The major constraint is the high cost of units and the resulting few homes within the allowable purchase limit. The sales price limit and mortgage amounts have been increased several times to try to keep up with the market. Currently the maximum sales price is \$400,000. The Council has always been willing to increase the allocation to this program when funds are needed. Long term affordability of these homes is not provided.

Update: The update retains this program and sets a housing objective of 150 units through 2006.

- (xxx) Support development of Single Room Occupancy (SRO) units as a low income housing alternative. Support can take the form of Redevelopment Housing Fund assistance, City owned land for a site, or ordinance amendment or variance based on SRO's unique characteristics.

Responsibility: Planning Div., City Council, Redev. Agency

Target Date: 1993

Funding Source: Redevelopment Housing Fund

Results: Although an SRO project was pursued on City property in the early 1990's, the site was eventually pre-empted for a new Police building. An alternative site was identified in 1998 and the Mid-Peninsula Housing Coalition was selected to construct a 148 unit SRO. Approval was granted in 2000 and construction is planned in late 2001.

Analysis: The affordability of the SRO was reached through the write down of RDA owned land and a variety of funding sources. There was opposition to the project from the neighbors who were concerned about the density and reduced parking for this project. The City Council, however, unanimously approved the application and parking variance. Having a successful first SRO should make subsequent proposals easier to approve.

Update: This program is retained in the update with a 148 unit project objective.

- (xxx) Continue to apply for and utilize Community Development Block Grant Funds to assist low and moderate income housing and related services.

Responsibility: Community Svcs., City Council

Target Date: Ongoing

Funding Source: CDBG

Results: As a Federal entitlement jurisdiction, Santa Clara has received CDBG funds every year since the program was initiated. Santa Clara has also been designated a Participating Jurisdiction since the inception of the HOME Program in 1992. Seven non-profit agencies providing housing services have been funded each year using CDBG funds. An average of 66 low income owner occupied homes were rehabilitated each year and eight units of affordable housing were added to the City's inventory through these funds.

Analysis: CDBG and HOME funds are a steady and flexible source of money for assisting lower income households. Between 1995 and 2000, \$8,067,000 was received by the City from these programs.

Update: This program has been modified to include the HOME program and continued in this Housing Element.

- (xxxii) Continue to support the Bill Wilson Center shelter for runaway youth. The City is currently providing both annual administrative funds and capital assistance for the construction of larger shelter.

Responsibility: Community Svcs., City Council, Redev. Agency

Target Date: Ongoing

Funding Source: CDBG, Redevelopment Housing Fund

Results: The City has been a strong supporter of efforts to protect runaway and homeless teenagers. The RDA has provided \$980,000 for a twenty bed shelter, \$400,000 for acquisition and rehab of a five unit project for homeless teen mothers and

\$375,000 for transitional housing for six to eight homeless teens. The CDBG program provides operating funds for the Bill Wilson Center as well.

Analysis: This has been a very successful program.

Update: This program is retained in the update, although the reference to a specific agency has been deleted.

- (xxxiii) Maintain and expand where appropriate a strong housing inspection and code enforcement program to ensure adequate maintenance of the housing stock and quality of the residential neighborhoods. Special attention shall be given to maintaining the stability of residential neighborhoods through development and enforcement of minimum standards of allowed use of the City's streets and public right-of-way areas, as well as maintenance of open space areas in front yards and other yard or private open space areas visible from the public right-of-way.

Responsibility: Planning Div., Bldg. Div., Planning Comm., City Council
 Target Date: 1992 and Ongoing
 Funding Source: CDBG, General Fund

Results: The City funds housing inspection and code enforcement for private property issues. The City's Street Department handles public right-of-way concerns. Most concerns are resolved through an inspection and mail notification of violation. If necessary, chronic violations have been cited through the judiciary process. This is a cumbersome and time consuming procedure.

Analysis: In response to the judicial problems, the City has adopted an administrative citation process. This will enable a faster and more controllable mitigation of violations. Staff can now issue a citation with a specified fine and internal appeal procedure. Failure to pay the fine can be converted into a property lien.

Update: The update retains this program.

- (xxxiv) Rehabilitate rental units where at least 51 percent are preserved for lower income households when funding is available.

Responsibility: Community Svcs., City Council
 Target Date: Ongoing
 Funding Source: Rental Rehabilitation, CDBG
 Housing Unit Count: 20 Units Annually

Results: The City used the Federal Rental Rehabilitation Program during the early years of this Housing Element period. The program was never very popular because of the tenant income restrictions needed to qualify. HUD terminated this program in 1992.

Analysis: RDA, HOME and CDBG Funds have been used to address the ongoing maintenance of privately owned, low income rental properties. For newly funded affordable housing projects, the City usually requires non-profit ownership and establishment of a maintenance/repair reserve to ensure affordability and quality

maintenance in the future.

Update: The purpose of this program is retained although the funding mechanism has changed. A housing objective of 365 units between 2000 and 2006 has been set.

(xxxv) Rehabilitate low income owner occupied housing through the City's Neighborhood Conservation Improvement Program (NCIP) when funding is available.

Responsibility: Community Svcs., City Council
 Target Date: Ongoing
 Funding Source: CDBG
 Housing Unit Count: 30 Units Annually

Results: Prior to 1995, this program was improving approximately thirty units annually. More recently, the funding allotment has been increased and HOME funds have been added to the CDBG monies. Between 1994 and 1999, 316 units were improved.

Analysis: The NCIP has consistently provided for the rehabilitation of fifty or more single family homes a year. Improvements range from a minimal grant of \$5,000 for accessibility or emergency repairs up to \$100,000 for complete reconstruction. The program has had important spin off effects on neighboring properties.

Update: This program is retained with the addition of HOME funding and an increased objective to fifty annual units.

(xxxvi) Cooperate, on a fee basis, with local lending institutions which require conformance with minimum Code standards prior to financing of residential structures.

Responsibility: Planning Div., Bldg. Div.
 Target Date: Ongoing
 Funding Source: Private

Results: When requested by lending institutions or property owners, and with a nominal fee, the City will inspect homes prior to sale to determine code compliance. In the early 1990's, when the market was slow, this request was more common. In recent years with a very strong market, many sales were made on an as-is basis.

Analysis: Inspections at the time of sale can play an important role in correcting past zoning and construction errors.

Update: This program is retained in this Housing Element update.

(xxxvii) Maintain and encourage consistent and high standards for residential construction, reconstruction and remodels.

Responsibility: Planning Div., Arch. Comm.
 Target Date: Ongoing
 Funding Source: Not Applicable

Results: Santa Clara has a proactive and quality Building Inspection Division

that ensures construction meets the current Uniform Building Codes. The 1989 Loma Prieta Earthquake caused relatively little damage in structures built under modern codes.

Analysis: New construction is a routine process and substantial reconstruction or remodels are required to meet current codes. An exception is made for historic structures where the improvements would threaten the historic fabric and allowances can be made under the State Historic Building Code. The City works with the owners of historic structures to develop an upgrade that is sensitive to the original but improves the safety where possible.

Update: This program is retained in the update.

(xxxviii) Continue the multi-family residential housing inspection program. City inspection staff will aggressively pursue elimination of overcrowding whenever discovered.

Responsibility:	Bldg. Div.
Target Date:	Ongoing
Funding Source:	General Fund

Results: Between 1992 and 2000, one of the City's Housing Inspectors has devoted one half of his time to the routine inspection of multiple family rental units. About 10 percent of the dwelling units are inspected at least every other year. The other half of the Inspector's time is responding to complaints about housing conditions.

Analysis: This has been an important program that maintains the basic quality of the City's rental stock.

Update: This program has been reworded to include education of property owners and tenants.

The above review identifies, paragraph by paragraph, which policies and programs have been continued and/or improved. Policy and Program extensions and improvements, located at the end of the Housing Element, will more effectively address the housing needs of all income groups between 1999 and 2006.

(C) PUBLIC COMMUNICATIONS REGARDING THE 2000-2010 HOUSING ELEMENT UPDATE

The City published a complete article inviting public involvement in the Update process. Focused mailings were provided to those organizations and individuals on the City's Housing Element Update mailing list regarding the Study Sessions, the Council review sessions and the Community Meeting. Noticing was also provided on the City's cable television station and Web site. In addition, for the Public Hearings, notices were posted and mailed to each impacted property owner and other property owners within three hundred feet of sites proposed for housing or mixed use.

Related correspondence and publicity information are available in the Planning Division office.

7.2 ENDANGERED AND THREATENED SPECIES**MAMMALS**

REITHRODONTOMYS RAVIVENTRIS
SALT MARSH HARVEST MOUSE
FEDERAL: ENDANGERED
CALIFORNIA: ENDANGERED

PLECOTUS TOWNSENDII TOWNSENDII
PACIFIC WESTERN BIG-EARED BAT
FEDERAL: CATEGORY 2

EUMOPS PEROTIS CALIFORNICUS
GREATER WESTERN MASTIFF BAT
FEDERAL: CATEGORY 2

SOREX VAGRANS HALICOETES
SALT MARSH VAGRANT (WANDERING)
SHREW
FEDERAL: CATEGORY 1

BIRDS

RALLUS LONGIROSTRIS OBSOLETUS
CALIFORNIA CLIPPER RAIL
FEDERAL: ENDANGERED
CALIFORNIA: ENDANGERED

ELANUS CAERULEUS
BLACK SHOULDERED KITE
CALIFORNIA: FULLY PROTECTED

ATHENE CUNICULARIA
(WESTERN) BURROWING OWL
CALIFORNIA: SPECIES OF SPECIAL
CONCERN

AGELAIUS TRICOLOR
TRICOLORED BLACKBIRD
FEDERAL: CATEGORY 2

CHARADRIUS ALEXANDRINUS NIVOSUS
SNOW PLOVER
FEDERAL: CATEGORY 2

GEOTHLYPIS TRICHAS SINI JOSA
SALT MARSH YELLOWTHROAT
FEDERAL: CATEGORY 2

REPTILES

CLEMMYS MARMORATA PALLIDA
SOUTHWESTERN POND TURTLE
FEDERAL: CATEGORY 2

PLANTS

CORDYLANTHUS MARITIMUS subsp.
PALUSTRIS
NORTH COAST (POINT REYES) BIRDS
BEAK
FEDERAL: CATEGORY 2

LASTHENIA CONJUGENS
CONTRA COSTA GOLDFIELDS
FEDERAL: CATEGORY 1

AMPHIBIANS

AMBYSTOMA TIGRINUM CALIFORNIENSE
CALIFORNIA TIGER SALAMANDER
FEDERAL: CATEGORY 2

RANA AURORA DYAYTONI
CALIFORNIA RED-LEGGED FROG
FEDERAL: CATEGORY 2

INVERTEBRATES

BRANCHINECTA sp.
FAIRY SHRIMP

TRYONIA IMITATOR
MINIC TRYONIA
FEDERAL: CATEGORY 2

ISCHNURA GEMINA
SAN FRANCISCO FORKTAIL DAMSEFLY
FEDERAL: CATEGORY 2

Category 1: Taxa for which the Fish and Wildlife Service has sufficient biological information to support a proposal to list as endangered or threatened.

Category 2: Taxa for which existing information indicated may warrant listing, but for which substantial biological information to support a proposed rule is lacking.

7.3 RESOLUTION OF ADOPTION

RESOLUTION NO. 6957

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND GENERAL PLAN AMENDMENT #50 FOR THE 2002-2010 UPDATE OF THE LAND USE AND HOUSING ELEMENTS AND THE LAND USE MAP

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, AS FOLLOWS:

WHEREAS, this amendment to the Land Use element and Housing element of the General Plan of the City of Santa Clara has been considered in compliance with the laws of the State of California, after public hearings of the Planning Commission and the City Council; and

WHEREAS, the General Plan of the City of Santa Clara provides direction for land use and the nature of development within the City, consistent with current City policy; and

WHEREAS, it is in the best interests of the City to ensure that the General Plan shall at all times be current with the needs and in the best interest of the general welfare of the City of Santa Clara in light of changing conditions; and

WHEREAS, the Planning Commission has recommended adoption of General Plan Amendment #50, after receipt of public testimony at a properly noticed public hearing, and;

WHEREAS, this General Plan Amendment #50 updates the text of the Land Use and Housing elements and includes changes to the Land Use map for various properties throughout the City to accommodate development of housing, mixed use, and/or public facilities and/or public facilities and/or parks and recreation, and;

WHEREAS, the General Plan Amendment #50 provides guidance for new housing opportunities to improve the jobs/housing balance in the community, and complies with State Housing Law and Regional Fair Share Housing numbers;

WHEREAS, the City Council has reviewed the potential environmental impacts of this action and the mitigating measures;

NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, AS FOLLOWS:

1. That the Mitigated Negative Declaration be certified, and
2. That the City of Santa Clara's General Plan Amendment #50 and its Land Use Map amendment has been reviewed by the City Council, after receipt of public testimony and input at a properly noticed Public Hearing, and is hereby adopted.
3. Constitutionality, severability.

If any section, subsection, sentence, clause, phrase, or word of this resolution is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of the resolution. The City Council hereby declares that it would have passed this resolution and each section, subsection, sentence, clause, phrase, and word thereof, irrespective of the fact that any one or more section(s), subsection(s), sentence(s), clause(s), phrase(s), or word(s) be declared invalid.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 23rd DAY OF July, 2002, BY THE FOLLOWING VOTE:

AYES: COUNCILORS: Diridon, Kolstad, Mahan Matthews, McLemore, and Parle

NOES: COUNCILORS: None

ABSENT: COUNCILORS: Mayor Nadler

ABSTAINED: COUNCILORS: None

ATTEST: J.E. Boccignone
J. E. BOCCIGNONE
City Clerk
City of Santa Clara

7.4 LIST OF CONTRIBUTORS

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7.5 TECHNICAL APPENDIX

The Technical Appendix is maintained in the Planning Division office and at the Santa Clara Public Library. The Technical Appendix includes the Final Environmental Impact Report (EIR), Economic and Fiscal Analysis of Santa Clara Report, Traffic Analysis Report and a Community Survey.

7.6 GLOSSARY OF TERMS

The California General Plan Glossary is provided to assist the reader in understanding the General Plan and to ensure that the terms used in the Plan are clearly defined to establish intent and to assist in interpretation. The glossary is not an adopted part of the General Plan. Where the definition of a term is to be adopted, it appears in the text of the General Plan.

THE CALIFORNIA GENERAL PLAN GLOSSARY

Published by

The California Planning Roundtable

**Naphtali H. Knox, AICP, and Charles E. Knox, Editors
1997**

THE CALIFORNIA GENERAL PLAN GLOSSARY

The terms in this glossary are adapted from the California Plan Glossary, 1997, published by the California Planning Roundtable, Naphtali H. Knox, AICP, and Charles E. Knox, Editors.

Abbreviations

ADT:	Average daily trips made by vehicles or persons in a 24-hour period
ALUC:	Airport Land Use Commission
BMR:	Below-market-rate dwelling unit
CBD:	Central Business District
CC&Rs:	Covenants, Conditions, and Restrictions
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CFD:	A Mello-Roos Community Facilities District
CHFA:	California Housing Finance Agency
CIP:	Capital Improvements Program
CNEL:	Community Noise Equivalent Level
CMP:	Congestion Management Plan
COG:	Council of Governments
CRA:	Community Redevelopment Agency
dB:	Decibel
dBA:	"A-weighted" decibel
EIR:	Environmental Impact Report (State)
EIS:	Environmental Impact Statement (Federal)
FAR:	Floor Area Ratio
FAUS:	Federal Aid to Urban Systems
FEMA:	Federal Emergency Management Agency
FHWA:	Federal Highway Administration
FIR:	Fiscal Impact Report
FIRM:	Flood Insurance Rate Map
FmHA:	Farmers Home Administration
GMI:	Gross Monthly Income
HAP:	Housing Assistance Plan
HCD:	Housing and Community Development Department of the State of California
HOV:	High Occupancy Vehicle
HUD:	U.S. Dept. of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCo:	Local Agency Formation Commission
Ldn:	Day and Night Average Sound Level
Leq:	Sound Energy Equivalent Level
LHA:	Local Housing Authority
LOS:	Level of Service
LRT:	Light (duty) Rail Transit
NEPA:	National Environmental Policy Act
OPR:	Office of Planning and Research, State of California
PUD:	Planned Unit Development
SRO:	Single Room Occupancy
TDM:	Transportation Demand Management
TDR:	Transfer of Development Rights
TSM:	Transportation Systems Management
UBC:	Uniform Building Code
UHC:	Uniform Housing Code
UMTA:	Urban Mass Transportation Administration
VMT:	Vehicle Miles Traveled

Acceptable Risk: A hazard deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Access/Egress: The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross: The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Active Solar System: A system that uses a mechanical device, such as pumps or fans run by electricity in addition to solar energy, to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System.")

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact: A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability Requirements: Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low- income households for a specified period.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agency: The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve: Land designated for agriculture or conservation. (See "Williamson Act.")

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Agriculture-related Business: Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting

local agriculture.

Air Pollution: Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Rights: The right granted by a property owner to a buyer to use space above an existing right-of-way or other site, usually for development.

Airport-related Use: A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alley: A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial: Soils deposited by stream action.

Alquist-Priolo Act, Seismic Hazard Zone: A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment: (1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Approach Zone: The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and that should be free from obstruction.

Appropriate: An act, condition, or state that is considered suitable.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arable: Land capable of being cultivated for farming.

Archaeological: Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area; Area Median Income: As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterial: Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Artesian: An aquifer in which water is confined under pressure between layers of impermeable material. Wells tapping into an artesian stratum will flow naturally without the use of pumps. (See "Aquifer.")

Article 34 Referendum: Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

Articulation: Variation in the depth of the building plane, roof line, or height of a structure that breaks up plain, monotonous areas and creates patterns of light and shadow.

Assessment District: (See "Benefit Assessment District.")

Assisted Housing: Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Auto Mall: A single location that provides sales space and centralized services for a number of automobile dealers, and which may include such related services as auto insurance dealers and credit institutions that provide financing opportunities.

Automobile-intensive Use: A use of a retail area that depends on exposure to continuous auto traffic.

Base Flood: In any given year, a 100-year flood that has 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Baylands: Areas along a bay that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mudflats, and fans.

Bed and Breakfast: Usually a dwelling unit, but sometimes a small hotel, which provides lodging and breakfast for temporary overnight occupants, for compensation.

Below-market-rate (BMR) Housing Unit: (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount

less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Benefit Assessment District: An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets And Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biomass: Plant material, used for the production of such things as fuel alcohol and non-chemical fertilizers. Biomass sources may be plants grown especially for that purpose or waste products from livestock, harvesting, milling, or from agricultural production or processing.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Bond: An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building: Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height: The vertical distance from the average contact ground level of a building to the highest point

of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity (3).")

Business Services: A subcategory of commercial land use that permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Busway: A vehicular right-of-way or portion thereof—often an exclusive lane—reserved exclusively for buses.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide: A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide: A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of

development allowable under current zoning. (See "Buildout.")

Caulking: A waterproof compound or material used to stop up and make tight against leakage (as the cracks in a window frame).

Census: The official decennial enumeration of the population conducted by the federal government.

Central Business District (CBD): The major commercial downtown center of a community. General guidelines for delineating a downtown area are defined by the U.S. Census of Retail Trade, with specific boundaries being set by the local municipality.

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete.

(2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Character: Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation Element: One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

City: City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system.)

Clear Zone: That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the center-line of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Cogeneration: The harnessing of heat energy, that normally would be wasted, to generate electricity--usually through the burning of waste.

Collector: Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Combined Sewer/Combination Sewer: A sewerage system that carries both sanitary sewage and stormwater runoff.

Commercial: A land use classification that permits facilities for the buying and selling of commodities and services.

Commercial Strip: Commercial development, usually one store deep, that fronts on a major street for a distance of one city block or more. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

Community Care Facility: Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

Community Child Care Agency: A non-profit agency established to organize community resources for the development and improvement of child care services.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA): A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Community Service Area: A geographic subarea of a

- city or county used for the planning and delivery of parks, recreation, and other human services based on an assessment of the service needs of the population in that subarea.
- Commute-shed:** The area from which people do or might commute from their homes to a specific workplace destination, given specific assumptions about maximum travel time or distance.
- Comparison Goods:** Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.
- Compatible:** Capable of existing together without conflict or ill effects.
- Composting:** The treatment of solid organic refuse through aerobic, biologic decomposition.
- Condominium:** A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")
- Congestion Management Plan (CMP):** A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt by December 1, 1991, and annually update a Congestion Management Plan.
- Congregate Care:** Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")
- Conservation:** The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.
- Conservation Element:** One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.
- Consistent:** Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.
- Convenience Goods:** Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.
- Conveyance Tax:** A tax imposed on the sale, lease, or transfer of real property.
- Cordon Count:** A measurement of all travel (usually vehicle trips, but sometimes person trips) in and out of a defined area (around which a "cordon" is drawn).
- County:** County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).
- Covenants, Conditions, and Restrictions (CC&Rs):** A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.
- Criterion:** A standard upon which a judgment or decision may be based. (See "Standards.")
- Critical Facility:** Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.
- Cul-de-sac:** A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.
- Cumulative Impact:** As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.
- dB:** Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.
- DBA:** The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.
- Dedication:** The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.
- Dedication, In lieu of:** Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.
- Defensible space:** (1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.
- Density, Residential:** The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Control of: A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer: A way of retaining open space by concentrating densities usually in compact areas adjacent to existing urbanization and utilities while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review; Design Control: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Destination Retail: Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

Detachment: Withdrawal of territory from a special district or city.

Detention Dam/Basin/Pond: Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the

channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a Retention Pond, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a Water-Spreading Dam or Dike because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called Debris Dams.

Developable Acres, Net: The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer: An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee: (See "Impact Fee.")

Development Rights: The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (See "Interest, Fee" and "Interest, Less-than-fee," and "Development Rights, Transfer of [TDR].")

Development Rights, Transfer of (TDR): Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts. (See "Development Rights.")

Discourage, v.: To advise or persuade to refrain from.

Discretionary Decision: As used in CEQA, an action taken by a governmental agency that calls for the

exercise of judgment in deciding whether to approve and/or how to carry out a project.

Dissolution: Elimination of a special district; the opposite of formation.

Distribution Use: (See "Warehousing Use.")

District: (1) An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses. (2) A portion of the territory of a city or county within which uniform zoning regulations and requirements apply; a zone.

Diversion: The direction of water in a stream away from its natural course (i.e., as in a diversion that removes water from a stream for human use).

Diversity: Differences among otherwise similar elements that give them unique forms and qualities. E.g., housing diversity can be achieved by differences in unit size, tenure, or cost.

Duet: A detached building designed for occupation as the residence of two families living independently of each other, with each family living area defined by separate fee title ownership.

Duplex: A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic: A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Ecology: The interrelationship of living things to one another and their environment; the study of such interrelationships.

Economic Base: Economic Base theory essentially holds that the structure of the economy is made up of two broad classes of productive effort basic activities that produce and distribute goods and services for export to firms and individuals outside a defined localized economic area, and nonbasic activities whose goods and services are consumed at home within the boundaries of the local economic area. Viewed another way, basic activity exports goods and services and brings new dollars into the area; non-

basic activity recirculates dollars within the area. This distinction holds that the reason for the growth of a particular region is its capacity to provide the means of payment for raw materials, food, and services that the region cannot produce itself and also support the nonbasic activities that are principally local in productive scope and market area. (See "Industry, Basic" and "Industry, Non-basic.")

Economic Development Commission (EDC): An agency charged with seeking economic development projects and economic expansion at higher employment densities.

Ecosystem: An interacting system formed by a biotic community and its physical environment.

Elderly Housing: Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Emergency Shelter: A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage, v.: To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Benefit, Net: The difference between the energy produced and the energy required for production, including the indirect energy consumed in the manufacture and delivery of components.

Enhance, v.: To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment: CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR): A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS): Under the National Environmental Policy Act, a statement on the effect of development proposals and other major

actions that significantly affect the environment.

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Export-employment Use: An activity that produces and/or distributes goods and services for export to firms and individuals outside of the city (or county). (See Economic Base.)

Expressway: A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Fair Market Rent: The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family: (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Farmers Home Administration (FmHA): A federal agency providing loans and grants for improvement projects and low-income housing in rural areas.

Farmland: Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below -- except Grazing Land -- do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

Prime Farmland: Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last three years.

Farmland of Statewide Importance: Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Unique Farmland: Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance, that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained

high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Farmland of Local Importance: Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops, or that has the capability of production. This land may be important to the local economy due to its productivity.

Grazing Land: Land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. This classification does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

Fast-food Restaurant: Any retail establishment intended primarily to provide short-order food services for on-site dining and/or take-out, including self-serve restaurants (excluding cafeterias where food is consumed on the premises), drive-in restaurants, and formula restaurants required by contract or other arrangement to offer standardized menus, ingredients, and fast-food preparation.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible: Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Feasible, Technically: Capable of being implemented because the industrial, mechanical, or application technology exists.

Field Act: Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, that established more stringent structural requirements and standards for construction of schools than for other buildings.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone: An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive: Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report (FIR): A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe: All land between the floodway and the upper elevation of the 100-year flood.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR): L The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 sq. ft. of floor area; a FAR of 2.0 would allow 20,000 sq. ft.; and a FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building Footprint: The outline of a building at all of those points where it meets the ground.

Freeway: A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" that are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Friction Factor: Constraint applied in a traffic model to introduce an approximation of conditions that exist on streets in a city or county. These conditions reduce the speed of traffic and the desirability of specific links in the network upon which the traffic model distributes trips. Examples are frequency of low-speed curves, frequency of driveways, narrowness of lanes, and lack of turning lanes at intersections.

Gateway: A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

General Plan: A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the

State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Geologic Review: The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological: Pertaining to rock or solid matter.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Granny Flat: (See "Second Unit.")

Grasslands: Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Effect: A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Group Quarters: A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities. Institutional group quarters include nursing homes, orphanages, and prisons. Non-institutional group quarters include dormitories, shelters, and large boardinghouses.

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Guidelines: General statements of policy direction around which specific details may be later established.

Guideway: A roadway system that guides the vehicles using it as well as supporting them. The "monorail" is one such system. The most familiar and still most used guideway is the railroad. Most guideway transit systems make use of wayside electrical power for propulsion.

Habitat: The physical location or type of environment in which an organism or biological population lives or

occurs.

Handicapped: A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure: All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Highway: High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Hillsides: Land that has an average percent of slope equal to or exceeding fifteen percent.

Historic; Historical: An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation: A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless: Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hotel: A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite. (See "Motel.")

Household: All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

Householder: The head of a household.

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue

to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Authority, Local (LHA): Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Element: One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Hydrocarbons: A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Identity: A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

Image: The mental picture or impression of a city or place taken from memory and held in common by members of the community.

Impact: The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 et seq specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a

- development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.
- Impacted Areas:** Census tracts where more than 50 percent of the dwelling units house low- and very low-income households.
- Impervious Surface:** Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.
- Implementation:** Actions, procedures, programs, or techniques that carry out policies.
- Improvement:** The addition of one or more structures or utilities on a parcel of land.
- Incineration:** The burning of refuse at high temperatures to reduce the volume of waste.
- Incorporation:** Creation of a new city.
- Incubator Space:** Retail or industrial space that is affordable to new, low-margin businesses.
- Industrial:** The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.
- Industrial Park; Office Park:** A planned assemblage of buildings designed for "Workplace Use." (See "Workplace Use.")
- Industry, Basic:** The segment of economic activity that brings dollars to a region from other areas. Traditional examples are manufacturing, mining and agriculture. The products of all of these activities are exported (sold) to other regions. The money thus brought into the local economy is used to purchase locally-provided goods and services as well as items that are not available locally and that must be imported from other regions. Other, less traditional examples of basic industry are tourism, higher education, and retirement activities that also bring new money into a region.
- Industry, Non-basic:** The segment of economic activity that is supported by the circulation of dollars within a region. Examples are the wholesale, retail, and service functions that supply goods and services to local sources of demand such as businesses, public agencies, and households.
- Infill Development:** Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.
- Infrastructure:** Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.
- In Lieu Fee** (See "Dedication, In lieu of.")
- Institutional Use** (1) Publicly or privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) other nonprofit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.
- Inter-agency:** Indicates cooperation between or among two or more discrete agencies in regard to a specific program.
- Interest, Fee:** Entitles a land owner to exercise complete control over use of land, subject only to government land use regulations.
- Interest, Less-than-fee:** The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Development Rights," "Easement, Scenic," "Lease," and "Leasehold Interest.")
- Intermittent Stream:** A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.
- Issues:** Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.
- Jobs/Housing Balance; Jobs/Housing Ratio:** The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.
- Joint Powers Authority (JPA):** A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.
- Land Banking:** The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.
- Landmark** (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.
- Landscaping:** Planting including trees, shrubs, and ground covers suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.
- Landslide:** A general term for a falling mass of soil or rocks.
- Land Use:** The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.
- Land Use Classification:** A system for classifying and designating the appropriate use of properties.
- Land Use Element:** A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements

programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Land Use Regulation: A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leasehold Interest (1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period.

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS)(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D: Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E: Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues. 2) Some communities in

California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Life-cycle Costing: A method of evaluating a capital investment that takes into account the sum total of all costs associated with the investment over the lifetime of the project.

Light (duty) Rail Transit (LRT): "Street cars" or "trolley cars" that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers typically board vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are each electrically self-propelled and usually operate in one or two-car trains.

Linkage: With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction: The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo): A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Lot: (See "Site.")

Lot of Record: A lot that is part of a recorded subdivision or a parcel of land that has been recorded at the county recorder's office containing property tax records.

Low-income Household: A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

Low-Income Housing Tax Credits: Tax reductions provided by the federal and State governments for investors in housing for low-income households.

L10: A statistical descriptor indicating peak noise levels the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and

has been used in Federal Highway Administration standards and the standards of some cities and counties.

Maintain, v.: To keep in an existing state. (See "Preserve, v.")

Mandatory Element: A component of the General Plan mandated by State Law. California State law requires that a General Plan include elements dealing with seven subjects—circulation, conservation, housing, land use, noise, open space and safety—and specifies to various degrees the information to be incorporated in each element. (See "Land Use Element.")

Manufactured Housing: Residential structures that are constructed entirely in the factory, and that since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Marsh: Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

May: That which is permissible.

Mean Sea Level: The average altitude of the sea surface for all tidal stages.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mello-Roos Bonds: Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities" district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Merger (District): Elimination of a special district by transferring its service responsibilities to a city government. The merging district's territory must be totally included inside the city.

Metropolitan: Of, relating to, or characteristic of a large important city.

Microclimate: The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource: Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v.: To reduce or lessen, but not necessarily to eliminate.

Mining: The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Minipark: Small neighborhood park of approximately one acre or less.

Ministerial (Administrative) Decision: An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Mitigate, v.: To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household.")

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called Factory-built Housing and regulated by State law of that title. (See "Mobile Home" and "Manufactured Housing.")

Motel: (1) A hotel for motorists. (2) A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where guest parking is provided in proximity to guest rooms. Quite often, provision is made for cooking in individual guest rooms or suites. (See "Hotel.")

Multiple Family Building: A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Multiplier Effect: The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This

spending creates jobs in housing construction, retail stores (e.g., grocery and drug stores) and professional offices. The wage paid to workers in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.

Must: That which is mandatory.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State: The condition existing prior to development.

Necessary: Essential or required.

Need: A condition requiring supply or relief. The City or County may act upon findings of need within or on behalf of the community.

Neighborhood Park: City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Neighborhood Unit: According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Nitrogen Oxide(s): A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation: Reduction of the level of a noise

source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise Element: One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use: A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Notice (of Hearing): A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

Objective: A specific statement of desired future condition toward which the City or County will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Office Park: (See "Industrial Park.")

Office Use: The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Official County Scenic Highway: A segment of state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).

Open Space Element: One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space

lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Orchard: A group of fruit or nut trees, either small and diverse and grown for home use, or large and uniform (i.e., of one variety) and cultivated for revenue. Such a collection must be planted, managed and renewed by the householder or farmer and should not be confused with a naturally occurring grove. Citrus and nut plantations are customarily called groves.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Advertising Structure: Any device used or intended to direct attention to a business, profession, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the lot where such device is located.

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Outer Approach Zone: Airspace in which an air-traffic controller initiates radar monitoring for incoming flights approaching an airport.

Overlay: A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone: A tri-atomic form of oxygen (O₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Para-transit: Refers to transportation services and that operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parcel: A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management: An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or "two per

thousand."

Parking Space, Compact: A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long.

Parks: Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Parkway: An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip: A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip."

Passive Solar System: A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

Patio Unit: A detached single family unit, typically situated on a reduced-sized lot, that orients outdoor activity within rear or side yard patio areas for better utilization of the site for outdoor living space.

Payback Period: The number of years required to accumulate savings or profit equal to the value of a proposed investment.

Peak Hour/Peak Period: For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Personal Services: Services of a personal convenience nature, as opposed to products that are sold to individual consumers, as contrasted with companies. Personal services include barber and beauty shops, shoe and luggage repair, fortune tellers, photographers, laundry and cleaning services and pick-up stations, copying, repair and fitting of clothes, and similar services.

Physical Diversity: A quality of a site, city, or region in which are found a variety of architectural styles, natural landscapes, and/or land uses.

Picnic Area, Group: Two or more picnic tables reserved for use by 10 or more persons equipped with picnic tables, barbecue stands, and may be provided with a roofed shelter.

Plan Line: A precise line that establishes future rights-of-way along any portion of an existing or proposed

street or highway and that is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.

Planned Community: A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD) A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning and Research, Office of (OPR) A governmental division of the State of California that has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area: The Planning Area is the land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence that encompasses land both within the City Limits and potentially annexable land.

Planning Commission: A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) that requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy: A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant: Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of

children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve, n.: An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve" and "Protect.")

Preserve, v.: To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Principle: An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan.

"Adjacent land uses should be compatible with one another" is an example of a principle.

Professional Offices: A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program: An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata: Refers to the proportionate distribution of the cost of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Protect, v.: To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Ranchette: A single dwelling unit occupied by a non-farming household on a parcel of 2.5 to 20 acres that has been subdivided from agricultural land.

Rare or Endangered Species: A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Recognize, v.: To officially (or by official action) identify or perceive a given situation.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Recycle, v.: The process of extraction and reuse of

- materials from waste products.
- Redevelop, v.:** To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.
- Regional:** Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.
- Regional Housing Needs Plan:** A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.
- Regional Park:** A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.
- Regulation:** A rule or order prescribed for managing government.
- Rehabilitation:** The repair, preservation, and/or improvement of substandard housing.
- Research and Development Use:** A use engaged in study, testing, design, analysis, and experimental development of products, processes, or services.
- Residential:** Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")
- Residential, Multiple Family:** Usually three or more dwelling units on a single site, which may be in the same or separate buildings.
- Residential, Single-family:** A single dwelling unit on a building site.
- Resources, Non-renewable:** Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.
- Restore, v.:** To renew, rebuild, or reconstruct to a former state.
- Restrict, v.:** To check, bound, or decrease the range, scope, or incidence of a particular condition.
- Retention Basin/Retention Pond** (See "Detention Basin/Detention Pond.")
- Retrofit, v.:** To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.
- Reverse Annuity Mortgages:** A home financing mechanism that enables a homeowner who a senior citizen to release equity from his or her home. The senior receives periodic payments that can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.
- Rezoning:** An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.
- Richter Scale:** A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.
- Rideshare:** A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.
- Ridgeline:** A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.
- Right-of-way:** A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.
- Riparian Lands:** Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.
- Risk:** The danger or degree of hazard or potential loss.
- Runoff:** That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.
- Safety Element:** One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geologic hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.
- Sanitary Landfill:** The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.
- Sanitary Sewer:** A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Combined Sewer" and "Septic System.")
- Scenic Highway Corridor:** The area outside a highway right-of-way that is generally visible to persons travelling on the highway.
- Scenic Highway/Scenic Route:** A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.
- School District Lands:** Properties owned by public school districts and used for educational, recreational, and administrative purposes.
- Second Mortgage Program:** The lending by a public or private agency of a portion of a required down payment to a developer or first-time homebuyer, usually with restrictions requiring that the units assisted through the program remain affordable to very low- and low-income households.
- Second Unit:** A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seiche: An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Senior Housing (See "Elderly Housing.")

Seniors: Persons age 62 and older.

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback: The horizontal distance between the property line and any structure.

Settlement (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shall: That which is obligatory or necessary.

Shared Living: The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Shoppers Goods: Another name for comparison goods.

Shopping Center: A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Should: Signifies a directive to be honored if at all possible.

Sign: Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Signal Preemption: A system used by emergency vehicles, public transit vehicles and/or trains to change signal phasing from red to green assigning immediate right-of-way for a specific purpose.

Significant Effect: A beneficial or detrimental impact on the environment. May include, but is not limited to,

significant changes in an area's air, water, and land resources.

Siltation (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached: A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached: A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO): A single room, typically 80-250 square feet, with a sink and closet, but that requires the occupant to share a communal bathroom, shower, and kitchen.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Slope: Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil: The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access: The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solar System, Active A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar System, Passive: A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan: Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Speed, Average: The sum of the speeds of the cars observed divided by the number of cars observed.

Speed, Critical: The speed that is not exceeded by 95 percent of the cars observed.

Sphere of Influence: The probable ultimate physical boundaries and service area of a local agency (city or

district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stock Cooperative Housing: Multiple-family ownership housing in which the occupant of a unit holds a share of stock in a corporation that owns the structure in which the unit is located.

Storm Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Street Furniture: Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Street Tree Plan: A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local (See "Streets, Minor.")

Streets, Major: The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor: Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through: Streets that extend continuously between other major streets in the community.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act: Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subregional: Pertaining to a portion of a region. The

Golden Triangle is a subregional task force.

Subsidence: The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement.")

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Substantial: Considerable in importance, value, degree, or amount.

Target Areas: Specifically designated sections of the community where loans and grants are made to bring about a specific outcome, such as the rehabilitation of housing affordable by very low-and low-income households.

Tax Credit: A dollar amount that may be subtracted from the amount of taxes owed.

Tax Increment: Additional tax revenues that result from increases in property values within are development area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low-and low-income housing.

Thermal Mass: Large quantities of heavy or dense material with a high heat capacity, used in solar buildings to absorb heat, which is then stored and re-radiated as needed for heating and cooling.

Topography: Configuration of a surface, including its relief and the position of natural and man-made features.

Tourism: The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Townhouse; Townhome: A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit: The conveyance of persons or goods from one place to another by means of a local, public

transportation system.

Transit-dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transition Zone: Controlled airspace extending upward from 700 or more feet above the ground wherein procedures for aircraft approach have been designated. The transition zone lies closer to an airport than the outer approach zone and outside of the inner approach zone. (See "Approach Zone" and "Outer Approach Zone.")

Transitional Housing: Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage: Trees planted by a group of citizens or by the City or County in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark: Trees whose size, visual impact, or association with a historically significant structure or event have led the City or County to designate them as landmarks.

Trees, Street: Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Trip A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin—often from home, but not always), and

one "attraction end," (destination). (See "Traffic Model.")

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Tsunami: A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable: Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.

Undue/Improper, or more than necessary.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Limit Line: A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban development will not be allowed. It has the aim of discouraging urban sprawl by containing urban development during a specified period, and its location may be modified over time.

Urban Open Space: The absence of buildings or development, usually in well-defined volumes, within an urban environment.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Urban Sprawl: Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Use: The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Use, Non-conforming: (See "Non-conforming Use.")

Use Permit: The discretionary and conditional review of

an activity or function or operation on a site or in a building or facility.

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant: Lands or buildings that are not actively used for any purpose.

Variance: A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

View Corridor: The line of sight identified as to height, width, and distance of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Warehousing Use: A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials that are inflammable or explosive or that present hazards or conditions commonly recognized as offensive.

Wastewater Irrigation: The process by which wastewater that has undergone appropriate treatment is used to irrigate land.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed: The total area above a given point on a

watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Waterway(See "Watercourse.")

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge: An area maintained in a natural state for the preservation of both animal and plant life.

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Workplace Use: The combination of a variety of businesses, from office to research and development to light industry to warehousing, located in structures built with open floor plans, so as to leave most interior improvements to the tenants to design to their needs. (See also "Industrial Park.")

Zero Lot Line: A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining: A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, flood plain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during General Plan preparation to provide a basis for permanent zoning.

Zone, Study (See "Zone, Interim.")

Zone, Traffic: In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Bonus (See "Zoning, Incentive.")

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Exclusionary: Development regulations that result in the exclusion of low- and moderate-income

and/or minority families from a community.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits such as preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level are included in a project.

Zoning, Inclusionary: Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Zoning Map: Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

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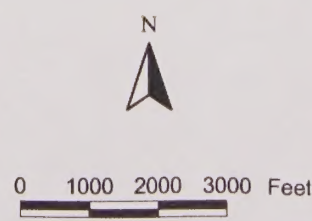
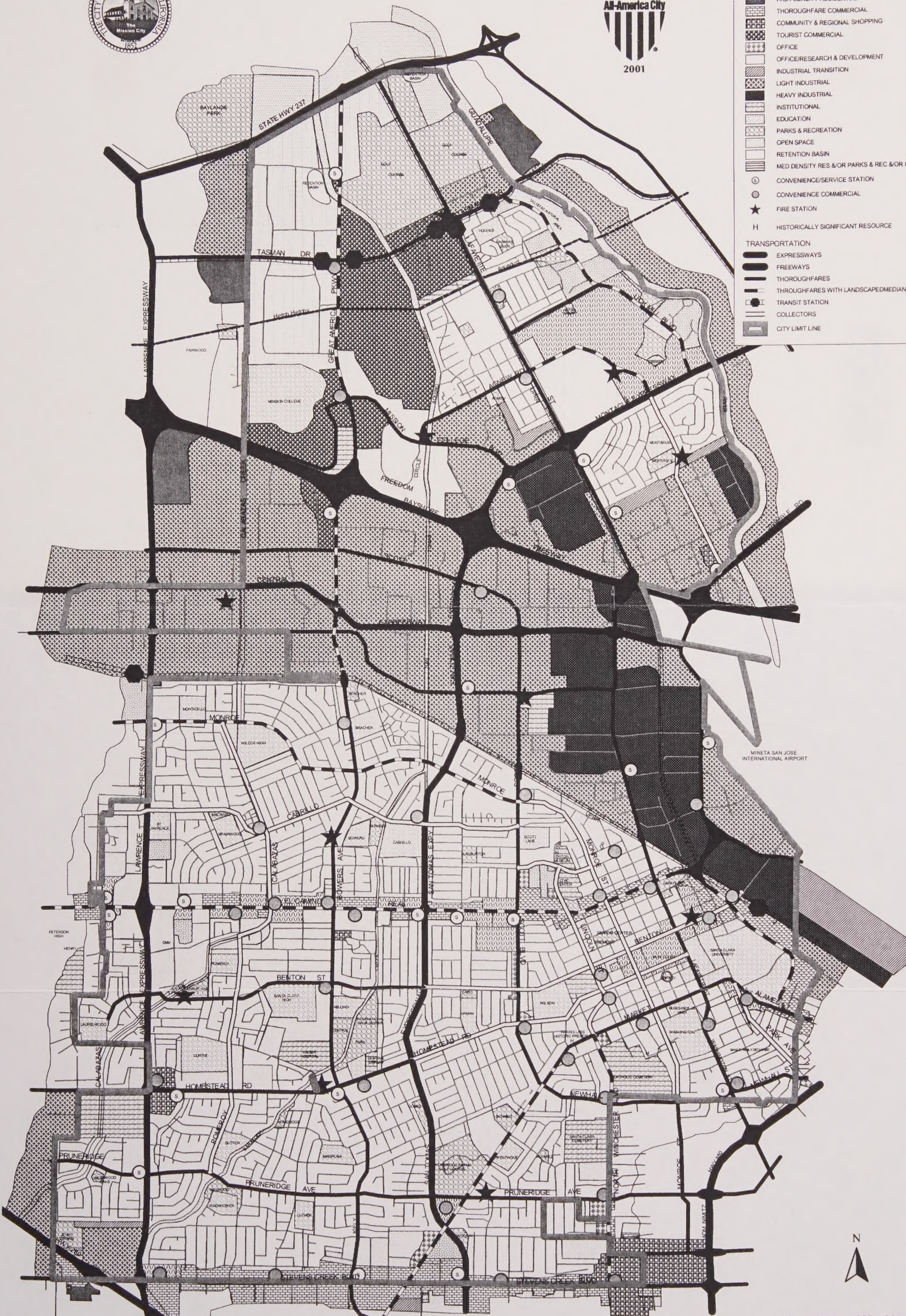
CITY OF SANTA CLARA, CALIFORNIA

GENERAL PLAN - LANDUSE ELEMENT



LEGEND

GENERAL PLAN	
[Pattern]	MIXED USE
[Pattern]	TRANSIT-ORIENTED MIXED USE
[Pattern]	GATEWAY THOROUGHFARE
[Pattern]	SINGLE FAMILY DETACHED
[Pattern]	SINGLE FAMILY ATTACHED
[Pattern]	MODERATE DENSITY RESIDENTIAL
[Pattern]	MEDIUM DENSITY RESIDENTIAL
[Pattern]	HIGH DENSITY RESIDENTIAL
[Pattern]	THOROUGHFARE COMMERCIAL
[Pattern]	COMMUNITY & REGIONAL SHOPPING
[Pattern]	TOURIST COMMERCIAL
[Pattern]	OFFICE
[Pattern]	OFFICE/RESEARCH & DEVELOPMENT
[Pattern]	INDUSTRIAL TRANSITION
[Pattern]	LIGHT INDUSTRIAL
[Pattern]	HEAVY INDUSTRIAL
[Pattern]	INSTITUTIONAL
[Pattern]	EDUCATION
[Pattern]	PARKS & RECREATION
[Pattern]	OPEN SPACE
[Pattern]	RETENTION BASIN
[Pattern]	MED DENSITY RES & OR PARKS & REC & OR INST.
[Symbol]	CONVENIENCE/SERVICE STATION
[Symbol]	CONVENIENCE COMMERCIAL
[Symbol]	FIRE STATION
[Symbol]	HISTORICALLY SIGNIFICANT RESOURCE
TRANSPORTATION	
[Line Style]	EXPRESSWAYS
[Line Style]	FREEWAYS
[Line Style]	THOROUGHFARES
[Line Style]	THOROUGHFARES WITH LANDSCAPED MEDIAN
[Symbol]	TRANSIT STATION
[Line Style]	COLLECTORS
[Line Style]	CITY LIMIT LINE



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